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China Mail

ESTABLISHED 1846

No. 25,762 HONG KONG, SATURDAY, JANUARY 7, 1928.

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QUICK CHANGES

NATIONALIST POLITICAL HIGH LIGHTS.

NANKING & CANTON.

Has Kwangsi Faction Joined Chiang Kai-shek.

REPORTED MOVES CONSTITUTE NEW THREAT TO PEKING.

The whole trend of Nationalist politics seems to have changed overnight, indicating re-union of the Kwangsi military faction (which is in control in Canton) with Generalissimo Chiang Kai-shek and the Nanking Government.

General Li Tsung-jen, one of the big four of the Kwangsi group of Generals, is reported suddenly to have changed his attitude from one of opposition to co-operation, on the understanding that the Leftist (or Canton) clique of politicians be kept out.

The Leftists sponsored the Ironsides who wrested Canton from the Kwangsi Generals and held it for about a month, hence the bitterness between the Kwangsi and the Leftist groups.

LEFTISTS NOT WANTED.

It is also reported that the Rightist faction of politicians, who have lost a good deal of prestige recently, are also siding with Chiang Kai-shek.

The news quoted has a very important bearing on the Nationalist cause generally and on the situation at Canton.

If the reconciliation bears fruit, there will be no hostilities between Canton and supporters of Nanking.

On the other hand, the primary leaders of the Nationalist Party will be working jointly once more in the campaign against the Peking Government.

NEW SITUATION.

Latest Nationalist Position Explained.

Shanghai, Yesterday. The Kuo Min News Agency states that Generalissimo Chiang Kai-shek has already taken over supreme command of the Nationalist Armies and adds that a meeting will be held on Jan. 5 under the chairmanship of General Tan Yen-kai.

It has been decided that Mr. Wang Ching-wei, Mr. Chen Kung-po, Mr. Koo Meng-yu and Mr. Kan Nai-kwang (all Leftists, of the Canton faction) be barred from the fourth plenary session; and that Mr. Chen Shu-jen, Mr. Wang Lo-ping, Mr. Wang Fa-chuen and Mrs. Liao Chung-kai, "whose guilt has not yet been ascertained," shall be tried by the fourth plenary session.

The Government Council has wired Mr. Hu Han-min at Shanghai urging him to go to Nanking immediately to participate in the fourth plenary session, while Chiang Kai-shek has wired the military leaders at Wu-Han pleading their support.

General Ho Ying-ching's subordinate, Chang Tseng, is being appointed garrison commander at Shanghai as soon as General Pei Chung-hsi's 2nd and 3rd Armies have evacuated to Hankow.

Marshal Feng Yu-shiang claims the capture of Tai-an-fu from the Northern Armies.—Reuter.

THE FIRST SHOTS.

Kwangsi Faction's Army Moving to Hunan.

Hostilities are reported (according to earlier messages) to have broken out once more in territory south of Hankow between the Nationalist troops from Nanking and the defeated army which supported the now defunct Hankow Government.

About 50,000 troops are stated in a Chinese cable to be marching southwards near Tungting Lake (which is joined to the middle course of the Yangtze River). The expedition is under the command of Generals who belong to the Kwangsi faction which is now dominant in Canton.

The ex-Hankow Army, inspired by sympathy from Generalissimo Chiang Kai-shek (who is bitter against his ex-colleagues of the Kwangsi faction), is preparing to resist.

Political Ambitions. It is the intention of the Kwangsi faction leaders to crush the ex-Hankow Army with a

view to establishing contact with Canton, thus carving out a large slice of South China for themselves.

Naval forces are also moving in both directions on the Siang River (a tributary of the Yangtze), says the "Hong Kong Evening Post"; while infantry outposts have already fired a few volleys.

NEW INVADER?

Yunnan General Helps Nanking v. Canton.

The Canton Government having split from Generalissimo Chiang Kai-shek's (Nationalist) Government at Nanking, it is interesting to note an unconfirmed report—giving here for what it may be worth—that a new invader has appeared on the field.

He is General Lung Yuan, who a few months ago succeeded to the rule of Yunnan province, lying in the south-west corner of China, adjoining French Indo-China, Siam and Burma.

By following the upper course of the West River, Yunnanese forces could attack Kwangsi province, it being a part of the domains of the Canton Government.

Difficult country along the Yunnan-Kwangsi frontiers has prevented war in the past and may do so again.

UPPER YANGTZE

Nationalists To Take Shasi From Yang Sen?

Shasi, Yesterday. Bandits are present in large numbers in this vicinity, taking advantage of the turmoil in political and military affairs.

General Yang Sen's attitude towards major factions is uncertain. At present his 20th Army is moving up the Yangtze River and it is reported that the 2nd Nationalist Army (under General Lu Ti-ping) will move up from further down to take Yang Sen's men's place.—British Naval Wireless.

[Note: Shasi is on the upper Yangtze, 287 miles above Hankow. The 2nd Nationalist Army is considered as loyal both to the leaders at Nanking and at Hankow. Yang Sen may either be allied or opposed to the Nationalists.]

GREEN HOWARDS.

LEAVE SHANGHAI FOR HOME.

Shanghai, Yesterday. The transport "Dorsetshire" left for home with the first battalion of the Green Howards and 200 gunners. They were given an enthusiastic send-off in which the Fourth U.S. Marines were the most prominent.—Reuter.

WAR SECRETARY.

DATE OF DEPARTURE FROM INDIA.

Rugby, Yesterday. The Secretary for War, Sir Laming Worthington-Evans, who left London in November for an official visit to India, will leave Bombay on January 28 on his return home.—British Wireless Service.

TERRIFIC GALE.

North London Wall Blown Down.

EXCITING RESCUES.

P. & O. Liners In Collision At Tilbury.

London, Yesterday. Having weathered the blizzard, the great thaw, and the floods, the country has now been swept by a terrific gale, which is already responsible for a number of casualties and considerable damage.

The North London wall was blown down, burying and killing a woman.

A West London hoarding collapsed, two men and a woman being injured. Another hoarding in North-west London crashed on top of a man and a girl.

The P. & O. liners "Razmak" and "Mooltan" collided at Tilbury. The former was blown from her course and her bridge was very seriously damaged. Her sailing to Bombay has been delayed.

Gusts, sometimes at the rate of 60 miles an hour, lashed the Thames along the Embankment into a semblance of a rough sea and showers of spray deluged the barges.

Avalanche of Tea. A horse van, whilst crossing the Tower Bridge, turned over and an avalanche of tea chests was hurled into the river. The driver and horse were not hurt.

Many pedestrians were blown from the pavements under the traffic and exciting rescues were witnessed.

The trans-Channel air services were suspended.

Many vessels on the Irish Sea flew for shelter.

Eight men were seriously injured in Belfast through a scaffolding being blown down.—Reuter.

Casualties From All Parts. Rugby, Yesterday. A severe gale visited the British Isles to-day, doing considerable damage on land and sea. Deaths and injuries to persons caused by the falling of walls, roofs, and trees, are reported from all parts.

Two Peninsular and Oriental liners collided at Tilbury. The "Razmak," when leaving with passengers for Bombay, was blown out of her course and crashed into the "Mooltan." The "Razmak's" bridge was damaged, but no passenger was hurt. The "Razmak" will continue her voyage.—British Wireless Service.

Thames Rising. Rugby, Yesterday. The Thames continued to rise during yesterday, and in the afternoon its level at Shepperton Lock was the highest recorded there for 33 years.

Following the thaw a further fall of 100 tons of earth has delayed the opening of the Southern Railway line between Merstham and Coulsdon.

It is hoped that normal traffic will be resumed on Monday.—British Wireless Service.

UNLUCKY 13!

NEW WARD AT GOVT. CIVIL HOSPITAL.

To-day's "Gazette" announces that the portion of the Government Civil Hospital now known as Ward Thirteen is to be set apart for the purposes of a prison under the Prisons Ordinance, 1899, and shall be known as "The Prison Ward," Government Civil Hospital.

APPOINTMENTS.

The following appointments are announced in to-day's "Gazette":—The Hon. Mr. Roland Arthur Charles North to be an Official Member of the Executive and Legislative Councils during his tenure of office as Acting Secretary for Chinese Affairs, with effect from October 5, 1927.

Dr. William Brownlow Ashe Moore to act as Principal Civil Medical Officer, with effect from January 6, 1928, until further notice.

Chief Inspector Walter Kent to act as an Assistant Superintendent of Police, with effect from January 1, 1928.

Mr. Julius Ring to act as Assistant Assessor of Rates, with effect from January 3, 1928.

SHANGHAI NERVOUS.

Agents of Marshal Sun In City.

TROOPS DISARMED.

Nationalist Forces Maintaining Strict Vigilance.

Shanghai, Yesterday. Nervousness is prevalent in Shanghai on account of the presence of agents of Marshal Sun Chuan-fang of the Northern (Peking) Army.

At Nantao (a Chinese area adjoining the French Concession), a number of Nationalist troops have been disarmed because their loyalty was under suspicion.—British Naval Wireless.

HIDDEN "PERIL."

Intelligence About Disguised Northerners.

Following the report in yesterday's "Kung Sheng Yat Po," another Chinese paper (the "Hong Kong Evening Press") says that the Chinese military and police authorities at Shanghai are maintaining strict vigilance (in areas under their jurisdiction) because they have received intelligence that Northern troops under General Chang Tsung-chang and Marshal Sun Chuan-fang are trying to enter in disguise with a view to an internal attack.

The Northern war lords named held Shanghai before it was captured.

DRIZZLE OR MIST?

Dull Weather Forecast For The Week-End.

"Fresh N.E. winds, generally overcast, some drizzle or mist." The above is the weather forecast for the 24 hours ending at noon to-morrow. It is issued by the Royal Observatory, Kowloon, and applies to Hong Kong, the adjacent coast, and Formosa Channel.

tured by the Nationalists nine months ago. A few thousand of their troops discarded their arms and sought sanctuary in the Settlement but were subsequently repatriated. Some of them are suspected to have stolen back as civilians.

BOMBS FOUND.

Bandits and Communists Assembling?

The artillery battalion attached to the 1st division of Nationalist troops at Shanghai is reported to have been disarmed because of alleged connection with Sun Chuan-fang's agents.

A despatch from Shanghai says that traffic was suspended temporarily in Nantao on Thursday while police and soldiers were searching pedestrians in Chapei and Paoshan, all the districts referred to being under Chinese jurisdiction.

Bombs (or other explosives) are reported to have been found in transit along railways to Shanghai.

Bandits on Tsungming Island (at the mouth of the Yangtze) and Communists at Wusong (the "port" of Shanghai) are stated to be assembling.

SOVIET ELECTIONS.

TO BE POSTPONED TO AUTUMN.

Moscow, Yesterday. The Presidium of the Central Executive Committee proposes to postpone the Soviet elections, which are due shortly until the Autumn.—Reuter.

MAY BE DISSOLVED.

Notice is given in to-day's "Gazette" that the following Companies will be struck off the register and dissolved unless cause is shown to the contrary:—

The Yee Cheong Hing Company, Ltd.
Union Printing Company, Ltd.
The Honshing Mercantile Company, Ltd.

LADY CLEMENT.

We are glad to learn that Lady Clement who has been operated on for a deep pelvic abscess and the removal of her appendix, is making satisfactory progress.

BANK LOSSES.

Officials of Central Bank Arrested.

POLITICAL SIGNIFICANCE.

Clansman Of Wang Ching-wei Remanded In Custody.

Two well dressed Chinese were produced before Mr. Roger Edward Lindsell, police magistrate, at the Central Magistracy this morning on a criminal charge of having received monies not belonging to them.

Behind their arrest lies much that may be of political significance in regard to Canton and the efforts of Gen. Li Chai-sum to set his house in order. Upon the return of the Kwangsi faction to power it was discovered that there had been a serious loss of funds from banks, etc., and the arrest of the two men described below may have some important bearing upon the matter.

The charge is one of receiving between December 29 and January 5, in Hong Kong, monies, to the extent of \$100,000, which they knew had been stolen from the Central Bank of China, the property of the Canton Government.

The names of the two defendants are Wang Tsung-chu and Chiu Pok-sang, officials of the Bank.

Both defendants were represented by Mr. M. K. Lo and Mr. T. H. King, Director of Criminal Intelligence, prosecuted.

On police application to Mr. Roger Edward Lindsell the pair were formally remanded in custody until Tuesday next.

A Wang Clansman.

Wang Tsung-chu is a clansman of Mr. Wang Ching-wei, the leader of the Nationalist politicians known as the Leftists, or Canton group, who are referred to in a cable elsewhere in this issue.

During the Ironsides' brief regime in Canton Mr. Wang is popularly known to have been in charge of the Bank's administration. Mr. Chiu is also believed to have been connected with the Bank.

The pair were arrested in a Chinese hotel in Hong Kong on Thursday.

BURMA TROUBLE.

ASSOCIATIONS DECLARED UNLAWFUL.

POLICE REINFORCED.

Rangoon, Yesterday. The Police have been reinforced in various troublesome districts. Twenty-four Business Associations have been declared unlawful. Meanwhile the tax collection is progressing considerably.—Reuter.

[A Rangoon cable dated Monday, stated:—Villagers attacked a police patrol near Paungde and seriously wounded the station officer of Hmatlaing village. The Police finally fired on the mob. Two of the villagers are reported killed and five injured. The attack was the outcome of an agitation for non-payment of capitation tax in connection with which the Police endeavoured to arrest a woman. Order has been restored. The village is large but situated in the depth of a jungle some distance from Paungde. The attack was evidently premeditated. Five of the injured villagers are expected to recover. Three of the women casualties are elderly and fought most fiercely. One was killed whilst attempting to dispatch a policeman lying on the ground wounded.]

GALLANT SEAMEN.

"PRINCESSA MAFALDA" ECHO.

DUTCHMEN DECORATED.

Rotterdam, Yesterday. The Minister of Public Works addressed the officers and crew of the Dutch steamer "Alliana," which rescued 586 persons from the Italian liner "Princessa Mafalda."

The Queen conferred the knighthood of Orange Nassau on Captain Smoelenaars, and the silver and bronze medals of the same Order on the crew.—Reuter.

WOOD PULP.

OUTPUT IN 1923 TO BE REDUCED.

Hel싱fors, Yesterday. The Finnish Swedish and Norwegian wood pulp manufacturers have agreed to reduce the output in 1928 by 500,000 tons of wet pulp, equivalent to 250,000 dry tons. In view of the unfavourable conditions of the world market.—Reuter.

UNFAVOURABLE CONDITIONS.

Share Quotations.

Dec. 12 Jan. 6
Bank of East Asia \$82 1/2 \$71 1/2
Canton Insurance Co. \$55 1/2 \$50 1/2
China Underwriters \$15 1/2 \$13 1/2
Tug & Lighter Co. \$17 1/2 \$22 1/2
Providents \$4 1/2 \$4 1/2
Hotels \$7 1/2 \$8 1/2
H.K. Land Co. \$58 1/2 \$65 1/2
Rumpheny's Estate \$13 1/2 \$14 1/2

WORTH \$100 A TIME!

TROUBLE "VALUES" IN 1922 AND NOW.

LOCAL BENEFITS.

Money Being Driven Into The Colony.

AT LEAST TEN MILLION DOLLARS MORE FOR INVESTMENT.

[By "Li Chung-yin".]

"Each time a shell is fired in or near Canton, it is worth \$100 to me."

This sounds rather callous but the words were spoken to me with all seriousness in 1922 when Canton was in a state of siege for a month. The speaker was the comrade of one of the river steamboats.

It is hardly necessary to quote the old adage about an ill wind blowing no good, but I recall the words vividly to show that Hong Kong has benefitted, if only indirectly, by the recent trouble in Canton.

Money diverted from Canton to Hong Kong since the Red reign of terror does not make a large sum comparatively because several millions of dollars were sent down before by owners who became apprehensive during the banknote crisis.

A financial expert gives it as his considered opinion that at least \$10,000,000 has come into the Colony for investment during the last three months.

EXPERTS' VIEWS.

There have been several contributory causes. Before its overthrow by the Ironsides, the present Kwangtung Government under General Li Chai-sum levied a loan of \$10,000,000 on the (native) bankers and merchants.

Very unpopular indeed, this loan was not fully paid although quotas were allotted and the Police undertook the task of collection.

As on countless occasions in the past, a good many who had liquid cash sent their money down here with instructions that it was to be placed in sound investment.

Admittedly, some of the money was only temporary with the intention of temporary employment.

Change of Policy. Hoped-for improvement in Canton—when the "temporary" funds were to have been returned—never materialised.

Then followed the Ironsides' coup. And the Ironsides were reported to be Leftists and sympathisers with the extremists.

On December 12, the Communists broke out, causing countless damage to property and merchandise. Large sums of money, quantities of jewellery and valuables vanished. Little cash was left in Canton to be sent for safe keeping in Canton but a good many of the capitalists who had continued to wait decided on a change of policy.

They could not accept low rates of interest indefinitely and therefore began to look about for better returns.

Livelihood Provided. Both the property and share markets in the Colony have been at very low levels for over two years. Canton investors naturally turned to these because there were bargains to be picked up and fortunes had been won in them during the boom years before the slump in 1924 and 1925.

Figures given herewith speak for themselves. Most of the shares which have gone up during the last few weeks are of the investment class, but there are a few stocks with an element of speculation.

The long hoped for appreciation has also brought life to the share market, liveliness being a very necessary factor to maintain a turnover.

Share Quotations.

Dec. 12 Jan. 6
Bank of East Asia \$82 1/2 \$71 1/2
Canton Insurance Co. \$55 1/2 \$50 1/2
China Underwriters \$15 1/2 \$13 1/2
Tug & Lighter Co. \$17 1/2 \$22 1/2
Providents \$4 1/2 \$4 1/2
Hotels \$7 1/2 \$8 1/2
H.K. Land Co. \$58 1/2 \$65 1/2
Rumpheny's Estate \$13 1/2 \$14 1/2

Dec. 12 Jan. 6
Wharf Co. \$126 1/2 \$128 1/2
Deck Co. \$35 1/2 \$36 1/2
H.K. Tramway \$21 1/2 \$22 1/2
Star Ferry Co. \$58 1/2 \$59 1/2
China Lights (combined) \$125 1/2 \$126 1/2
H.K. Electric \$45 1/2 \$46 1/2
Dairy Farm \$15 1/2 \$16 1/2
H.K. Amusements \$19 1/2 \$20 1/2
Explanations:—b buyers; sa sales; n nominal; s sellers.

H.K. Govt. Loan Gone Up. Quotations given are those of the Hong Kong Stock Exchange, December 12 is chosen because that was the day when the Communists announced the formation of a Soviet Government. Those in the other column are the latest available at the time of writing.

The result of comparison is obvious. Some of the stocks have gone up 10 per cent; others less, and there are quite a few which have shown bigger jumps.

Best of all, market quotations for the Hong Kong Government Loan have also improved.

On Dec. 12 it was quoted at 4 per cent premium, nominal. Yesterday it was 5 per cent premium, buyers.

There is no necessity to stress the difference between "nominal" and "buyers" in addition to the higher price.

Landlords on Warpath. Other features which have come under attention are:—

The presence of so many strange faces in the shops, many of whom, particularly the (Chinese) ladies who wear hats over bobbed hair, are from Canton. These can be seen making daily purchases everywhere.

Normal shiploads of cargo being transported both up to and down from Canton by the river boats.

Demand for higher rent by landlords of tenements. Because of the increased population, a number of European tenants have already received notice to quit.

Less attention paid to rumours of impending difficulties for Chinese firms at the New Year settlement.

Short-Sighted Policy. That confidence is being regained in Canton is evident from the fact that during the past week there have been as many passengers going up from Hong Kong as there have been coming down. Last Saturday I ventured to predict that the Cantonese will continue to trade in spite of obstacles and political unrest.

But it is a short-sighted policy to hope for advantage to Hong Kong while Canton suffers. The Colony's most ardent supporters have often wished for better times in Canton, so that Hong Kong can prosper simultaneously.

Draw attention to the present minor boom in Hong Kong, and light on political conditions in Canton.

Phone C.22 FOR CLASSIFIED ADVERTISING

Twenty-five Words three insertions prepaid \$1. Every additional word four cents for three insertions.

WANTED.

WANTED.—No. 1 House Boy, good wages and position for suitable applicant. Apply stating previous experience and age to Box No. 521, care of "China Mail."

POSITION WANTED.—Chinese Young Man, well educated, seeks position in any capacity. Please apply Box No. 522, care of "China Mail."

WANTED.

AGENTS REQUIRED for Old Taylor Scotch Whisky. Apply:—Beaton, McLeod & Co., Ltd., Kirkcaldy, Scotland.

FOR SALE.

FOR SALE.—One brass "Hung Ming" pan of the Chinese Han Dynasty with automatic springs. Price \$1,000.00. Apply Box No. 487, c/o "China Mail."

HOME TUITION.

WESTOVER — STEVENAGE. Within an hour from London. In healthy neighbourhood. SCHOOL for GIRLS and SMALL BOYS. A few Boarders received in the House of the Principal. Individual care and attention. For Particulars apply to:

MISS RUTH CULLEY
(Camb. Higher Local).
(Camb. Teachers Diploma).
MISS GERTRUDE TURNER
(National Froebel Higher Certificate).

LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

on
TUESDAY, the 10th January, 1928,
Commencing at 2.30 p.m.
at their Sales Room, Duddell Street
A Valuable Collection of Curios
Comprising:—

Five-coloured Vases, Plates,
Screens, Bronze Ware, Cloisonné
Vases, Incense Burners, and
Flower Pots, Old Embroideries,
Lacquered and Blackwood Screens
and Stools, etc., etc.

On View from Monday, the 9th
January, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 5th January, 1928.

THE Undersigned have received instructions to sell by Public Auction

on
WEDNESDAY, 11th January, 1928,
Commencing at 11 a.m.

at No. 23 Godown Lower, The Hong
Kong & Kowloon Wharf & Godown
Co., Ltd., Kowloon.

A Quantity of

MISCELLANEOUS GOODS

Comprising:—
Tee Iron, Angle Iron, Round
Iron, Flat Iron, Square Iron, Nail
Rods, Bar Ends, Paper and Swan
Serayah, etc., etc.

and
187 Iron Bars (stored in No. 19
Open Passage).
522 Bags Guano (stored in No.
4 Godown Lower).

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

Hong Kong, 6th January, 1928.

MARTIN'S PILLS
APOL
& STEEL
Cure and prevent all Female
Diseases. Every Female should
have a box in her home. Sold
and sent throughout the world.
Preparation: Martin's Pills, London, E.C.4.

NOTICES.

HONG KONG JOCKEY CLUB.

OWNERS are reminded that
Entries for the forthcoming
ANNUAL RACE MEETING will
close on SATURDAY, the 14th
January, 1928, at 3 p.m.
Hong Kong, 6th January, 1928.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.
13th, 14th, 15th & 18th February,
1928.

DRAFT PROGRAMMES and
ENTRY FORMS are now
ready and may be obtained at the
Race Course, Hong Kong Club and
Causeway Bay Stables.
Hong Kong, 15th December, 1927.

FANLING HUNT STEEPLECHASES.

CHINESE NEW YEAR MEETING.
21st January, 1928.

DRAFT PROGRAMMES and
ENTRY FORMS for the
CHINESE NEW YEAR MEETING
to be held on January 21st, 1928
(Weather Permitting), may be
obtained from Dr. F. Pierce Grove,
The Polo Club and Causeway Bay
Stables. Entries close before noon
SATURDAY, 7th January, 1928.

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can be printed at a cost of £1. 10s. 0d.
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are inserted. Larger advertisements at
£15 per page.

The directory is invaluable to everyone
interested in overseas commerce, and
a copy will be sent by parcel post for
£2, net cash with order.

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25, Abchurch Lane, London, E.C. 4,
England.

BUSINESS ESTABLISHED IN 1841.

HONGKONG HEIGHTS

For the information of visitors
the following list of some of the
highest points on the Island and
Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taikoo Sanatorium	1000
Mt. Davis	877
Bowen Rd. (filterbeds)	297

Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971

Having Returned from Japan

MRS. INAGUCHI

MASSEUSE

HAS RESUMED PRACTICE

AT 6 ASHLEY ROAD,

KOWLOON.

Telephone K. 754.

NOTICES.

HONG KONG BOXING ASSOCIATION.

THIRD TOURNAMENT OF THE
SEASON.

SATURDAY, 7th January, 1928,
at 9.15 p.m.

at
LEE THEATRE.

MAIN EVENTS

10 Round Welterweight Contest.

LDG. SEAMAN HALL.

H.M.S. "Ambrose"

MARINE FRASER

H.M.S. "Tamar"

10 Round Middleweight Contest.

A. B. BUCKMASTER

H.M.S. "Hawkins"

SGNMAN, MORRIS

H.M.S. "Argus".

and five Six Round Contests.

BOOKING AT MOUTRIES:

Members:—Thursday, 5th January.

General Public:—Friday and Satur-

day, 6th and 7th January.

USUAL PRICES.

THE KOWLOON MOTOR BUS

CO., LTD.

"SPECIAL" and "FAMILY"

Monthly Tickets.

HOLDERS of the above-ment-

ioned tickets are hereby informed

that effective January 1st, 1928,

such tickets will not be available.

SPECIAL tickets are those which

have hitherto been sold at less

than the charge of \$5.00 each.

By Order of the Board of Directors,

LAM MING FAN,

Secretary.

Hong Kong, December 20th, 1927.

STOPS INDIGESTION

WHERE IT STARTS.

It's a fine thing to get up from a

hearty meal knowing that the food

digested, without pain or any stomach

suffering. Yet it's the easiest thing

in the world to avoid indigestion or,

if you are an habitual sufferer, to

stop it and put the stomach into per-

fect health. Just a little "Bismarck"

Magnesia in water, or two or three

tablets taken after eating, instantly

neutralises the excess acids which

cause the trouble, prevents fermenta-

tion, and soothes, heals and strengthens

the inflamed stomach lining. "Bis-

marck" Magnesia, which is sold by all

chemists, is the remedy which is re-

commended by doctors, used in hos-

pitals, and by thousands of one-time

sufferers, who have proved again and

again that it is a certain reliever of

all acid-caused digestive troubles.

With women freely entering the

business world we shall see, I think,

within twenty years or less many

great business concerns adminis-

tered by women alone.

The heroine of the American

films is the woman financier who

"shows the men where to get off."

Within a decade we shall see the

"new woman" occupying the posi-

tion of Lady Mayoress in leading

English towns and cities. Miss

Margaret Beavan, who has been

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won her position through her

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Greater Scope for Women.

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Yet it seems to me that in all this

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things. So far, it has been tacitly

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It was often forgotten that one

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social position depended absolutely

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The far-reaching changes in our

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However, that may be, I am con-

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It is in politics that I expect to

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WHEN WOMEN RULE.

MATRIARCHAL STATE FOR 1947.

AT THE CROSS-ROADS.

Woman is at the cross-roads. The woman of twenty years from now will be as different from her mother as her mother to-day is different from hers. She will be, indeed, altogether another kind of woman.

This is due to one thing, and one thing only (says Shaw Desmond in the "Sunday Pictorial"): The steady tendency of the modern girl to refuse to undertake domestic responsibilities. The figures show an alarming shrinkage in the middle-class family. When the woman of the future refuses to have any children at all, or will only have one or two, as is the case with thousands of young married women of to-day, we shall see, I think, extraordinary developments.

In the first place, woman is the practical sex. So far her chances to use her practical sense have been bounded by the home.

Apart from that, her only opportunity has been as adviser to her husband, and I do not know of a single successful business man to-day who does not consult his wife before taking action. John D. Rockefeller, the world's richest man, always did so. The biggest song-publishing house in existence to-day in this country was started and organised by a woman of sixty.

Hitherto four-fifths of a married woman's time has been taken up by the care of children and the home. When childlessness becomes the fashion amongst women we shall see, whether for good or ill does not here concern us, their submerged faculties of organisation released.

In 50,000 miles travelling recently in the United States I found many women organisers earning anything from £1,000 to £20,000 a year. In some businesses I was told they are ousting the men.

In England, when the famous Women's Social and Political Union in their successful demand for "votes for women" practically "held up" the House of Commons and baffled the astutest statesmen by sheer organising capacity, it dawned upon the astonished public that woman was a past-mistress of organisation.

The heart of business is organisation. Great woman financiers like Lady Rhonda are now making their appearance, and there are scores of woman directors of public companies.

With women freely entering the business world we shall see, I think, within twenty years or less many great business concerns administered by women alone.

The heroine of the American films is the woman financier who "shows the men where to get off."

Within a decade we shall see the "new woman" occupying the position of Lady Mayoress in leading English towns and cities. Miss Margaret Beavan, who has been selected as the next Lord Mayor of England's second city—Liverpool—won her position through her unique organising ability.

Greater Scope for Women.

With this, of course, we shall have the arrival of woman to the Bench. Women magistrates already exist throughout England, but with her quiet persistence, indifference to what men call "practical" considerations, and, above all, through sheer numbers, we shall, I imagine, see whole benches of women magistrates.

Yet it seems to me that in all this we are but at the beginning of things. So far, it has been tacitly conceded that woman as a sex was monogamistic.

It was often forgotten that one of the reasons for this was because woman's economic position and social position depended absolutely upon an impeccable reputation in private life.

The far-reaching changes in our divorce laws within the last ten years; the "freer" living which in many directions followed the war; the steadily declining standard of morality and the steadily increasing indifference of public opinion upon such standards—all these things are giving greater scope to women.

It is the belief of many sociologists and scientists to-day that the potential polygamic powers of women may one day exceed those of men if the present tendencies continue.

However, that may be, I am convinced that we are on the high road to the matriarchal state, controlled by women. And, after all, it is open to any woman to say: "You men have had a long innings. You have made a mess of things. It is our turn now!" Effective answer to that is difficult.

It is in politics that I expect to see the strangest changes. One of the most disturbing and interesting phenomena in the political world of our day is the tendency to organise the "woman-vote." In America already the chieftainesses of the League of Women Voters told me in New York recently that they

had, I think, about a million woman votes at their disposal.

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SYDNEY & MELBOURNE via Manila & Portia.
AKI MARU Wednesday, 18th January, 1928.

BOMBAY via Singapore, Penang, & Colombo.
AWA MARU Wednesday, 11th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

GINYO MARU Monday, 6th February, 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Portia.
KAMAKURA MARU Friday, 20th January.

NEW YORK and/or BOSTON via PANAMA.
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NEW BRAZILIAN LINERS.

The Chantier et Ateliers de St. Nazaire Penhoet have just delivered to a Brazilian company, the Companhia Nacional de Navegacao Costeira, Rio de Janeiro, the motor-ship "Itapage", the second of three passenger ships which were ordered from the above firm. The first vessel, the steamer "Itaimbe", was built at the Penhoet yard and delivered some months ago to her owners; the "Itapage" and "Itahite" have been built at the Grand Quervilly yards of the Chantier et Ateliers de St. Nazaire Penhoet, the latter, which is still on the stocks, to be launched shortly.

While the "Itaimbe" and "Itahite" are propelled by two triple-expansion engines developing about 4,350 h.p. at 115 r.p.m., the "Itapage" is a motorship, and the owners will be thus afforded interesting opportunities of making actual comparisons as regards efficiency and fuel consumption.

The vessels have a length of 390 feet overall, length of 370 feet between perpendiculars, breadth of 62 feet, and a depth of 26 feet 9 inches. The deadweight capacity is about 3,800 tons, corresponding to a draft of 20 feet. They have been built to the highest class of Lloyd's Register and in accordance with the latest French regulations regarding life-saving appliances.

They have a straight stem and an elliptical stern, two continuous decks, a topgallant forecastle, a command deck and a boat deck. There are six watertight bulkheads extending to the upper deck. Accommodation is provided for 142 first, 40 intermediate and 90 third-class passengers, and the crew will be berthed in the topgallant forecastle. There are three refrigerated chambers on the lower deck and three provision chambers, one Seagers-Penhoet refrigerating machine being provided.

The decorations are by the Ateliers Marc Simon, while the Constructeurs Associes de Paris (Cubian Works) supplied the kitchen equipment. Deck auxiliaries include ten hydraulic cranes (two of 3 tons and eight of 1.5 ton lifting power) of the Brown type; there are also one 20-ton derrick and two Wilson winches. The steering gear is of the Brown Bros. type, while the steam windlass has been supplied by Messrs. Emerson Walker.

Penhoet-Built Burmeister and Wain Engines.

The propelling machinery of the "Itapage" consists of two four-cycle Burmeister and Wain engines, each having six cylinders, capable of developing 3,100 h.p. at 185 r.p.m. These engines, have been

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entirely constructed at the Penhoet Diesel Works under licence. Exhaust silencers are lifted in the funnel. There are two cylindrical donkey boilers for burning oil on the White system.

The speed trials of the "Itapage" were very satisfactory, 14.7 knots being recorded, the speed contracted for being 14.5 knots; but it must be stated that the vessel's hull was dirty at the time of the speed trials and had she been dry docked just before, as usual, no doubt 15 knots would have been attained. As regards fuel consumption, it is reported that the rate recorded was about 145 grammes per i.h.p.

Like the "Itaimbe" and "Itahite," the "Itapage" has been equipped with the new sulphurous-sulphuric fire extinguishing system, supplied and installed by the Sulphurous-Sulphuric Gas Co., Paris, this system providing for fire extinguishing as well as for fumigation and disinfection, special interest attaching to the fact that the same system is valid and of pipes may be used for all these purposes.

A gas generator is installed in a small compartment on the ship, and there are two main pipes running the full length of the hull, with branches leading to each of the cargo holds, or other spaces to be protected against fire or disinfection. An electrical pyrometer is fitted in each of these spaces, being connected to a recording dial situated in the room where the gas generator is installed. This indicates any rise in temperature, and when the generator is put into operation, the result is that while the air in the part dealt with is drawn through one of the main pipes referred to above, the other pipe is used to supply the sulphurous-sulphuric gas to this part.

In addition to the above named vessels, this new system has been installed on several other ships, including four Brazilian liners built by Italian firms.

It is claimed that the chief advantages of this system over others, consist of the introduction of additional air at high temperature into the generator, and of the super-heating of the gases, with the result that there is a larger formation of sulphuric anhydride and the precipitation of sulphur into the generator and pipes is avoided. Experience has proved that the gases so produced are most efficacious in fire extinguishing and disinfecting.

MOVEMENTS OF STEAMERS.

The M.V. "Delhi" (Swedish East Asiatic Co., Ltd.), left Rotterdam on December 6 and is due here on or about January 13.

The C.P.S. R.M.S. "Empress of Canada" left Vancouver for Hong Kong via Japan ports and Shanghai, on December 31, and is due here on January 19.

The C.P.S. R.M.S. "Empress of Asia" (Capt. A. J. Halley, R.N.R.) will leave here for Victoria and Vancouver, B.C., via Shanghai, Nagasaki, Kobe and Yokohama at noon on January 25.

CONSIGNEES' NOTICES.

Consignees of Cargo ex s.s. "Benary" are reminded to take delivery of their goods which will be subject to rent after January 10. Consignees of Cargo ex M.V. "Viminale" are reminded to take delivery of their goods which will be subject to rent after Jan. 11.

PASSENGER LIST.**ARRIVALS.**

Passengers arriving in Hong Kong from Australian Ports per s.s. "Talping" on January 6:—
Mrs. E. Congdon, Miss D. Congdon, Mr. D. Congdon, Capt. R. G. Zallner, Messrs. D. Anderson, J. G. Read, H. Sullivan, J. Harris, J. Hindley, Mrs. Sheahan, Messrs. V. Sheahan, D. Sheahan, P. D. Hann, Mrs. Hann and child, Mr. and Mrs. P. Courtney, Messrs. F. G. Boydell, J. G. Baxter, R. D. Gall, Mr. K. Gamble and two children, Messrs. J. E. Fry, N. C. Berry, Capt. G. S. Charlot, Mr. N. Page, Miss N. Fox, Miss M. A. Osborne, Messrs. J. E. Donegan, M. B. Hoare, Miss B. Osborne, Messrs. M. Littleboy, F. Hingham, the Rev. S. F. Tao, Mrs. Davis, and Miss Davis.

STEAMER ASHORE.

The Chinese s.s. "Yan On" on her way from Hong Kong to Kwong Chow Wan, went ashore near Tang Hal. There were no casualties. The steering gear is damaged and it is expected the vessel will be refloated when this has been repaired.

LINER'S COLLISION.

The Court of Navigation at Amsterdam have held an inquiry into the circumstances attending a collision between the Holland American liner "Veendam" and the Norwegian steamer "Sagaland," near the Nantucket lightship, on July 15 last, as a result of which the "Sagaland" sank, and one man was drowned.

The master of the "Veendam" stated that they had sailed from Rotterdam to New York on July 5. On the morning of July 15, the ship was steering a course W. 1/4 N. to Nantucket lightship, doing about 14 knots. The sea was calm, there were occasional patches of fog, and visibility was about half a mile. The "Veendam" had been sounding fog signals throughout the night, but no signals from other vessels were heard until at 4.37 a.m., when about 4 miles east of Nantucket lightship they heard a long blast on the port bow. The engines were immediately stopped, and a long blast was given in reply. Shortly after two top lights and a green light were seen about 2 1/2 degrees on the port bow, and two short blasts were heard. The engines of the "Veendam" were at once ordered full speed astern.

The other vessel came on at considerable speed, trying to pass before their bows, and a collision appeared inevitable. Three minutes after they had first observed the other ship which proved to be the Norwegian steamer "Sagaland," a collision followed, the "Veendam" crashing her bows into the starboard quarter of the "Sagaland." They kept their stem into the hole made in the other ship's side, and 21 of the crew were able to scramble on board the "Veendam." The other vessels engines were still going ahead, and she gradually fell off and sank 15 minutes after the collision. Four men of her crew were saved by a lifeboat put out by the "Veendam," but the man at the helm was drowned.

In reply to a remark that the "Veendam" was apparently proceeding at an excessive speed, the master replied that he could stop the ship in good time at that speed. In his opinion if the "Sagaland" had ported in due time, and stopped or reversed her engines, nothing would have happened. They had not heard fog-signals from the other ship, which was apparently sailing at full speed through the fog.

Judgment was reserved.

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EMPRESS OF ASIA	Jan. 25	Jan. 28	Jan. 31	Feb. 3	Feb. 12
EMPRESS OF CANADA	Feb. 15	Feb. 18	Feb. 21	Feb. 24	Mar. 4
EMPRESS OF RUSSIA	Mar. 7	Mar. 10	Mar. 13	Mar. 16	Mar. 25
EMPRESS OF ASIA	Mar. 28	Mar. 31	Apr. 3	Apr. 6	Apr. 15
EMPRESS OF CANADA	Apr. 18	Apr. 21	Apr. 24	Apr. 27	May 6
EMPRESS OF RUSSIA	May 9	May 12	May 15	May 18	May 27
EMPRESS OF ASIA	May 30	June 2	June 5	June 8	June 17
EMPRESS OF CANADA	June 20	June 23	June 26	June 29	July 6

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RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
MONTEVIDEO MARU Friday, 10th February.	
BOMBAY—Via Singapore and Colombo.	
KASADO MARU (calls at Karachi). Tuesday, 10th January.	
SUMATRA MARU Tuesday, 19th January.	
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND MOMBASA—Via Singapore and Colombo.	
CHICAGO MARU Tuesday, 31st January.	
CALCUTTA—Via Singapore, Penang and Rangoon.	
SEATTLE MARU Tuesday, 24th January.	
VICTORIA, SEATTLE, TACOMA & VANCOUVER Via Japan Ports.	
AFRICA MARU (from Shanghai) ... Monday, 23rd January.	
HAIPHONG—Via HOIHOW & PAKHOL.	
MENADO MARU Tuesday, 17th January, 10 a.m.	
TAIKWA MARU Tuesday, 31st January, 10 a.m.	
NEW YORK—Via Japan ports, San Francisco & Panama.	
HAVANA MARU Friday, 8th January.	
JAPAN PORTS	
AMAZON MARU Saturday, 14th January.	
BINGO MARU Tuesday, 24th January.	
KEELUNG via SWATOW & AMOY.	
HOZAN MARU Sunday, 8th January, 11 a.m.	
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DARTAGIAN ... A	10th December	31st Jan.	14th Feb.
G. METZINGER ... A	30th December	1st Feb.	28th Feb.
BEUX ... A	10th January	15th Feb.	13th Mar.
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DELTA	8,097	27th Jan.	Straits and Bombay
MALWA	10,986	4th Feb.	Maracelles & London
KHYBER	9,114	18th Feb.	Maracelles, London, Antwerp & Hull
NELLORE	8,585	25th Feb.	Maracelles & London
MACEDONIA	11,120	3rd Mar.	Maracelles & London
*KHIVA	9,135	10th Mar.	Maracelles, London & Antwerp
KASHMIR	8,985	17th Mar.	Maracelles, London, Antwerp & Hull
KARMALA	9,128	24th Mar.	Maracelles & London
MANVUA	10,946	31st Mar.	Maracelles & London
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MONGOLIA	10,504	14th Apr.	Maracelles & London
MOREA	10,953	28th Apr.	Maracelles & London
KASHGAR	9,005	15th May	Maracelles, London & Antwerp
MALWA	10,986	26th May	Maracelles & London
DEVANHA	8,155	9th June	Maracelles & London

* Passengers to Singapore only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Khedival Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TAKIWA	7,936	14th Jan.	Singapore, Penang & Calcutta
SAVITHA	7,754	29th Jan.	Singapore, Penang & Calcutta
TAKADA	6,949	12th Feb.	Singapore, Penang & Calcutta

B. I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	27th Jan.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	2nd Mar.	

Regular monthly sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Darwin, or other ports en route as inducement offers.

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The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NELLORE	6,853	13th Jan.	Shanghai, Moji, Kobe & Yokohama
TAKADA	6,940	21st Jan.	Moji, Kobe & Osaka
KHYBER	9,114	28th Jan.	Shanghai, Moji, Kobe & Yokohama
KHIVA	9,135	3rd Feb.	Shanghai, Moji, Kobe
MACEDONIA	11,120	4th Feb.	Shanghai, Moji, Kobe & Yokohama
TANDA	6,956	7th Feb.	Moji, Kobe, Osaka & Yokohama
KARMALA	9,128	11th Feb.	Shanghai, Moji, Kobe & Yokohama
*NAGPORE	9,228	18th Feb.	Shanghai, Moji, Kobe & Yokohama
KASHMIR	8,985	18th Feb.	Shanghai, Moji, Kobe & Yokohama
KALYAN	9,144	18th Feb.	Shanghai, Moji, Kobe
MANVUA	10,946	2nd Mar.	Shanghai, Moji, Kobe & Yokohama
*LAHORE	4,600	6th Mar.	Moji, Kobe, Osaka & Yokohama
MONGOLIA	5,252	12th Mar.	Shanghai, Moji, Kobe & Yokohama
MOREA	10,953	17th Mar.	Shanghai, Moji, Kobe & Yokohama
KASHGAR	9,005	30th Mar.	Shanghai, Moji, Kobe & Yokohama
MALWA	10,986	13th Apr.	Shanghai, Moji, Kobe & Yokohama
DEVANHA	8,155	27th Apr.	Shanghai, Moji, Kobe & Yokohama
MACEDONIA	11,120	11th May	Shanghai, Moji, Kobe & Yokohama
		25th May	Shanghai, Moji, Kobe & Yokohama

* Cargo only.

All dates are approximate and subject to alteration without notice.
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* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

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Steamers on London and Australian Lines are fitted with Laundries.

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S.S. "CITY OF BEDFORD"	Via Suez Canal	22nd Jan.
S.S. "CITY OF BEDFORD"	Via Suez Canal	29th Feb.
S.S. "CITY OF BEDFORD"	Via Suez Canal	5th Mar.
S.S. "CITY OF BEDFORD"	Via Suez Canal	12th Mar.
S.S. "CITY OF BEDFORD"	Via Suez Canal	19th Apr.
S.S. "CITY OF BEDFORD"	Via Suez Canal	26th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
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TONNAGE CONTROL.

A EUROPEAN SCRAPPING POLICY.

SCANDINAVIAN SCHEME.

There has recently been placed before the shipping community of Scandinavia a new scheme by Mr. Emil Lofgren, according to which superfluous tonnage would be diminished. Various proposals as to laying up tonnage have, and are still being discussed, but Mr. Lofgren is of opinion that any laying up scheme will never be feasible. The scheme, as outlined in the Baltic and International Maritime Conference Circular, is as follows:—

Considering that the present surplus of tonnage has arisen through various circumstances caused by the war, and that the unnecessary tonnage consequently has been built on account of extraordinary circumstances, it is only right that some extraordinary measures should be taken to bring the amount of tonnage back to its ordinary proportions.

At present the export and import in Europe is about 8 1/2 per cent. less than it was during the year 1913. Although the quantity of cargoes available for transport in Europe now is 8 1/2 per cent. less than pre-war, the quantity of tonnage is much larger now than before. The cargoes for transport do not seem to increase, but the tonnage is increased yearly. It is possible that European shipowners may see still lower freights if no effective and extraordinary measures are taken to diminish the tonnage.

A Scrapping Fund. I have come to the conclusion that certain measures must be taken to remedy what extraordinary circumstances have caused to the shipping trade in Europe. The only effective means would be to scrap the surplus tonnage, the old uneconomical steamers which are still hanging about and spoiling the freight market.

All European owners ought to come to a mutual agreement to scrap, say, 10 per cent. of each country's tonnage so as to effectively do away with the surplus tonnage altogether.

I now take the liberty to show a scrapping scheme could be arranged. From appendix No. 1 will be found a statement of the whole European merchant fleet. Appendix No. 2 and No. 3 show that if 10 per cent. of the European fleet was scrapped, there would be not less than about 105,600,000 tons extra goods for the remaining steamers to carry during one year.

Ten per cent. of the European fleet comes to about 2,000 steamers of about 2,000 gross tons, or about 3,800 tons d.w. each, or altogether about 6,600,000 tons d.w.

Each country should arrange a scrapping fund.

If the market price for one old 3,300 d.w. tonner was put at, say, £2 10s. per d.w., this would mean a price of £8,250 for one 3,300 tonner, or for 2,000 such steamers altogether £16,500,000.

If a price of 10s. per ton d.w. could be obtained for the scrap iron/steel, the above sum could be reduced with 10s. x 6,600,000 tons d.w. or £6,600,000.

The remaining sum of £13,200,000 must be contributed by all European Owners.

Contribution of Four Shillings Per Ton.

The total European fleet consists of about 40,000,000 gross tons or about 66,000,000 tons d.w.

The contribution to a scrapping fund would consequently amount to four shillings per ton d.w. Therefore an owner of one 3,300 tons d.w. steamer must pay £660 to the scrapping fund, an owner of one 8,000 tons d.w. steamer must pay £1,600 and so on.

By appendix No. 3 is shown that there would be 105,600,000 tons extra goods for the remaining steamers to carry.

In order to get the £13,200,000 or 4s. per d.w. contribution repaid, it would be necessary that the freights should rise 3d. per ton cargo only. One steamer of 2,000 gross tons or of 3,300 d.w. carries during one year at least 52,800 tons goods, and this owner's contribution to the scrapping fund amounts to £660 only. Please observe that 52,800 tons cargo at 3d. per ton amounts to £660.

All owners will no doubt agree with me that if there were 140 million tons extra goods for European steamers to carry during one year, the freights would without doubt rise with 3d. per ton and probably a good deal more. If a European scrapping arrangement could be realised, the shipowners, shipbuilders, steel and coal industries, etc., would benefit by it. It would be of assistance to everybody.

During the years 1911-1914 the prices per d.w. for new steamers were at an average about: for 1,775 d.w. \$10 18s., for 2,302 d.w. \$9 9s., for 3,315 d.w. \$8 11s., and for 7,080 d.w. \$7 4s.

During the years 1911-1914 the prices for old steamers were a little lower than at present.

A Good Opportunity. The prices for new building today are, however, much higher than they were during 1911-1914, and taking these serious matters into consideration, there has never before in the history of shipping been such a good opportunity to scrap old tonnage and to get the present surplus done away with altogether.

An owner who sells an old steamer today to the scrapping fund at present market prices cannot get a new boat built for the money obtained through selling one old boat. He must sell four or five or possibly even more old boats in order to be able to build one new. It must also be taken into consideration that it takes at least a year to get one new steamer built and ready for competition.

If an agreement could be made that the purchase sum of the old boats should not be paid to the seller when delivering the vessel for scrapping, but that the money had to be deposited in a reliable bank against an extra high yearly interest and first after the lapse of one or two years had to be paid to the sellers, such owners would not be in a position to order new ships in a hurry. The building of new ships is already to a great extent prohibited by the present prices for building and would be still more so for some years by the above-mentioned proposal.

In case only 75 per cent. of the European owners could be interested in arranging a scrapping fund, the contribution to the fund would be 5/4 per ton d.w. for these owners. The Governments of the shipping countries in Europe will surely recognise the value of scrapping the surplus tonnage, and if the British Government would agree to pay part of the British owners' contribution, I feel sure that all other European Governments would follow suit.

If the British Shipowners' Association would take the matter in hand and try all possible means to get owners interested, I am sure other European owners would come into line and the problem would be solved.

A statement is apparently showing how many tons goods one steamer of 3,300 tons d.w. is carrying during one year.

Considering that the average size of the European fleet consists of steamers of about 2,000 gross tons or about 3,300 tons d.w. the ordinary trades for this size of tonnage must be a basis in order to obtain a true and reliable idea of the quantities carried by such steamers.

Basis 17 tons coal consumption at sea, 3 tons in port, 8 knots speed.

British coal trade. Tyne-London-Tyne or 630 miles. 3 days loading, 3 1/2 days discharging, 3 1/2 days at sea, altogether 10 days for a round-trip and carrying, say, 3,200 tons coals. This steamer executes 36 trips during one year and carries altogether 115,200 tons goods per year.

British coal trade. Cardiff-Rouen-Cardiff or 944 miles. 3 days loading, 5 days discharging, 5 days at sea, altogether 13 days for a round-trip and carrying, say, 3,150 tons coals. This steamer executes 282 trips during one year and carries altogether 89,200 tons goods per year.

Baltic trade. Tyne-Sundsvall-Tyne or 2,342 miles. Coal and pitprops. 14 days loading, 14 days discharging, 12 days at sea, altogether 40 days for a round-trip and carrying, say, 6,300 tons goods. This steamer executes 9 trips during one year and carries altogether 56,700 tons goods per year.

Mediterranean trade. Cardiff-Genoa-Cardiff or 4,040 miles. Conals and iron ore. 11 days loading, 13 days discharging, 21 days at sea, altogether 45 days for a round-trip and carrying, say, 6,100 tons goods. This steamer executes 8 trips during one year and carries altogether 48,800 tons goods per year.

Appendix No. 3.—When taking into consideration the idea of getting 10 per cent. of the European fleet scrapped and reckoning with an average size of 2,000 gross tons or 3,300 tons d.w., it is, of course, necessary to find out how large quantities of goods these steamers carry during one year and to take the ordinary trade of such sized steamers into consideration.

If taking for example 10 per cent. of

the European fleet of steamers of, say, 7,000 d.w. into consideration only, one must make statements for, say, North America, South America, Africa, etc., round-trips, but by so doing the result would be the same as with average sized steamers of 3,300 tons d.w.

In appendix No. 2 is found four different loadings. Taking the average of same it turns out that one steamer of 2,000 gross tons or of 3,300 d.w. carries during one year 77,225 tons goods or in order to be on the safe side, say only 52,800 tons.

This means that 2,000 steamers of 2,000 gross tons each carry altogether during one year not less than 105,600,000 tons goods. Therefore, if 2,000 old steamers averaging 2,000 gross tons were scrapped, there would be an extra quantity of 105,600,000 tons goods during one year for the remaining younger tonnage to carry.

CONSIGNEES' NOTICE.

Consignees of Cargo ex s.s. "Angers" are advised to send in claims to the Agent, before January 12.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant, will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 24th inst., or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant, at 10 a.m. by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD. Agents.

Hong Kong, 3rd January, 1928.

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All claims must be sent in to me on or before THURSDAY, the 12th January, 1928, or they will not be recognised.

DAMAGED PACKAGES will be examined by the Company's Surveyor Messrs.—Goddard & Douglas in the presence of the Consignees at 10 a.m. on Monday, the 9th January, 1928.

No Fire Insurance will be effected by us in any case whatever.

J. LIMAGE, Agent.

Hong Kong, 3rd January, 1928.

CONSIGNEES.

LLOYD TRIESTINO N. CO.

NOTICE TO CONSIGNEES.

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CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5th January, 1928.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All claims against the vessel must be presented to the Under-signed on or before the 21st instant or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LTD. Agents.

Hong Kong, 5th January, 1928.



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Pres. Cleveland Jan. 31st.	Pres. Lincoln Jan. 25th.
Pres. Pierce Feb. 14th.	Pres. Madison Feb. 8th.
Pres. Taft Feb. 28th.	Pres. Jackson Feb. 22nd.

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Pres. Lincoln Jan. 17th 6 p.m.	Pres. Madison Jan. 31st 6 a.m.

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Hong Kong, Saturday, January 7, 1928.

SATURDAY CAUSERIE.

The past week has seen the return of Gen. Li Chai-sum to Canton. On his way from Shanghai he, called upon H.E. the Governor, which many will construe as a sign favourable to friendly relations between the Southern capital and the Colony. Gen. Li has taken up the reins; it seems, without incident. And no doubt the hesitant leaders on the edge of the Kwangsi party, after the experience of the Red coup, will give him a full measure of support. Internally, it would appear, he has little to fear, but it is not at all likely that he has forgotten what happened when he left Canton less than two months ago. Then he—or rather his subordinates in the Capital—were caught napping, badly caught. He will not want that to happen again.

This is the consideration which is no doubt responsible for the warlike preparations which observers in Canton have commented upon during the past few days. To us they seem to reflect merely a reasonable attempt on the part of the Kwangsi leader to keep his house in order. The Ironsides and the other Li's Papersides, despite the ups and downs of the past few weeks, still represent forces of considerable magnitude. Whilst keeping his eye on activities in Honam, General Li appears prepared to undertake the dispersal of all Ironsides from Canton's environs.

The danger to Canton from the North, hinted at in these notes last week, has not, fortunately, materially developed. It is, how-

ever, a danger which is always there, for reasons already given. Gen. Chiang Kai-shek's only move during the week in the direction of his former stronghold has been the announcement that a loan may be negotiated on the Kwangtung salt revenue. Li Chai-sum has already told the Peking authorities that they may expect little from the South in the way of monetary assistance, that all Canton taxes and other revenue are required for the specific needs of the Kwang provinces. It is not known exactly what Gen. Li had to say to the Nationalist leaders in Shanghai or under what circumstances they agreed to his return to Canton. Now that he is here, however, it is believed that his reply to the Nationalists' move to collect money in the South will be similar to that given to Peking a little while ago.

The Volstead Prohibition Act has had a fair run in the United States and people are now beginning to ask: is it worth it? What is the crime, asks an American commentator, for which these thousand victims paid with their lives? Is it murder, is it burglary, or highway robbery, or arson, or even simple theft, fraud, or criminal negligence? It is none of these anti-social acts. Until within a very few years ago the offence alleged against them and which brought them to their death was not a crime at all.

Another consideration which is important but not so serious is the fact that the Government cannot obtain good men as prohibition agents. To be publicly branded as a "snooper" is sufficient prevention for decent minded men to keep away from this service if they can find anything else to do. Already over 800 agents have been discharged for various offences, which gives an indication of the class of men it is that turns "snooper." A "snooper," though he has his uses to the officers of the law, no doubt strikes the average individual as a particularly objectionable specimen of the always objectionable tribe known as informers. He poses as a friend of the person—the authorities wish to arrest, for breaking the law. He takes the drink he is offered and thus obtains the evidence. Such is the "snooper."

A Treasury return states that 144,887 ex-Services men were employed in Government offices on October 1 out of a total staff of 299,344.

ST. GEORGE'S BALL.

SUCCESSFUL FUNCTION AT CITY HALL.

OLD TRADITION.

St. George's Ball, the first since 1925, held at the City Hall last night, was a distinct success. As described in yesterday's "China Mail," the Hall and adjoining rooms were tastefully decorated. Art Smith's band was in attendance.

At the first supper, Mr. Alabaster, the President, rose to propose the Toast of St. George and England. He voiced the regrets of himself and the company for the unfortunate indisposition of Lady Clementi, which prevented H.E. the Governor from being present that night, and expressed every wish for her ladyship's speedy recovery.

"To-night," he said, "is Twelfth Night. This night throughout the ages has been sacred to hospitality among Englishmen. We are always glad to keep up these old traditions; and on this day especially we are glad to welcome our friends and entertain them."

The "Old Red Lion" inn came in for a lot of business between the dances and was, in fact, well patronised throughout the evening. To Mr. S. T. Butlin, the honorary secretary and the band of workers mentioned below, congratulations for the organisation of a most successful function are due.

Official Table.

At the Official supper table were:

The President, Lady Tyrwhitt; H.E. Major-General C. C. Luard, C.B., C.M.G., Mrs. Alabaster; The Vice-President, Mrs. Luard; H.E. Vice-Admiral Sir R. Y. Tyrwhitt Bt., K.C.B., D.S.O., D.C.L. Mrs. Pearson; Sir Henry Pollock, Mrs. Bird; Comdr. J. L. Pearson, C.M.G.; Lady Victoria Feilding; Sir H. C. Gollan, Kt., C.B., Mrs. Wood; The Chieftain of St. Andrew's Society, Mrs. Lewis; The President of St. David's Society, Mrs. Templeton; Hon. Mr. Hallifax, C.M.G., C.B.E.; Lady Chow; Mr. W. A. Dowley, Mrs. Hynes; Hon. Sir Shou-son Chow, Mrs. Wolfe; Hon. Mr. Justice Wood, Mrs. Conyn; Sir Victor Mackenzie, Bt., M.V.O., D.S.O., Mrs. Shenton; Hon. Mr. Hynes, Mrs. Hancock; Hon. Mr. Shenton, Mrs. Jackson; Hon. Mr. Wolfe, Mrs. Owen Hughes; Mr. H. R. B. Hancock, Mrs. Harston; Dr. G. M. Harston, Mrs. Dowbiggin; Hon. Mr. C. McI. Messer, Mrs. Cock; Mr. F. A. Perry, Mrs. Marcel; Mr. H. B. L. Dowbiggin, Mrs. Lindsell; Mr. E. Cock, Mrs. S. Baker; Mr. W. V. Hornell, Mrs. Wells; Mr. S. T. Butlin, Miss Johnson.

The Lancers.

For the Official Lancers the President's Set was composed of The President and Lady Tyrwhitt, H.E. Major-General Luard and Mrs. Alabaster, H.E. Vice-Admiral Sir R. Y. Tyrwhitt and Mrs. Pearson, Comdr. Luard and Mrs. Luard, while the Vice-President's set was made up of Lt.-Col. L. G. Bird and Mrs. Wood, Sir Henry Gollan and Mrs. H. R. B. Hancock, Hon. Mr. Hallifax and Mrs. Wolfe, Hon. Mr. E. D. C. Wolfe and Lady Victoria Feilding.

General Committee.

The General Committee comprised:—Mr. C. G. Alabaster, K.C., O.B.E. (President), Lt.-Col. L. G. Bird, D.S.O. (Vice-President), Hon. Sir H. E. Pollock, K.C. (Past President), Mr. H. R. B. Hancock (Past President), Hon. Mr. D. G. M. Bernard (Past President), Dr. G. M. Harston (Past President), Mr. W. A. Dowley (Past President), Hon. Mr. W. E. L. Shenton, Hon. Mr. E. D. C. Wolfe, Messrs. L. C. F. Bellamy, P. S. Cassidy, E. B. C. Hornell, R. E. Lindsell, J. R. Ramsay, E. Cock, W. J. Eldridge, F. A. Wells, H. B. L. Dowbiggin, T. E. Pearce, Mr. C. P. Marcel (Hon. Treasurer), Mr. S. T. Butlin (Hon. Secretary).

Sub-Committees.

The following sub-committees were responsible for various activities as indicated:—
Invitation and Reception:—Mr. C. G. Alabaster (Chairman), Lt.-Col. L. G. Bird, Hon. Sir H. E. Pollock, Mr. H. R. B. Hancock, Hon. Mr. D. G. M. Bernard, Dr. G. M. Harston, Mr. W. A. Dowley, Mr. E. B. C. Hornell.

Decoration:—Mr. E. Cock (Chairman), Lt.-Col. L. G. Bird, Mr. W. A. Cornhill, Comdr. Newell, Mr. G. H. M. Bannerman.

Music and Dancing:—Mr. W. A. Dowley (Chairman), Mr. H. B. L. Dowbiggin, Mr. G. Grimble, Mr. J. H. Ramsay.

Cloak Room:—Dr. G. Montague Harston (Chairman), Hon. Mr. E. D. C. Wolfe, Mr. R. E. Lindsell, Mr. F. A. Wells, Mr. J. Bentley.

Card Room:—Mr. L. C. F. Bellamy (Chairman), Mr. H. C. Reaker, Mr. P. S. Cassidy, Mr. E. J. Edwards.

DISTRESSED AREAS.

INDUSTRIAL TRANSFERENCE BOARD.

TRANSFER OF WORKERS.

Rugby, Yesterday. It is announced that the Minister of Labour has appointed an Industrial Transference Board, consisting of Sir Warren Fisher, Sir John Cadman, and Sir David Shackleton, to facilitate the transfer of workers, particularly miners, for whom opportunities of employment in their own district or occupation are no longer available.

In announcing recently in the House of Commons the decision of the Government to appoint such a Commission, Sir Philip Cunliffe-Lister, President of the Board of Trade, said that the sole object would be to stimulate and assist the transfer of workers from distressed areas to openings in other areas and industries, both at home and overseas. He said that the Minister of Labour would define distressed areas, and the Commission would, through the machinery of the Labour Ministry, attempt to find jobs for the unemployed.

Distressed areas were not confined to coal, but the worst of them were in Durham and Northumberland, on the North East Coast, and in South Wales in the coal, iron, steel, and other heavy industries. When it was necessary workers, on being transferred, would be assisted financially with railway fares and moving expenses.

A discussion would be necessary with the Overseas Settlement Committee. It was very likely that they would find in the future in a Dominion like Canada, with its great and advancing prosperity, that the Committee would have a very good chance of getting what might be seasonal or permanent employment for men in Canada.

Such a man might get a certainty of six months' work, but he did not want to go out there unless he was sure that he would be permanent in his job. It was worth while considering in a case like that whether he could not have an assurance that, when seasonal employment came to an end, he would be helped with his return passage.

Mr. Bruteley, Financial Adviser to the Overseas Settlement Committee, left London for Canada to-day to meet Mr. L. M. S. Amery, Secretary for the Dominions, who will shortly conclude his tour of the Empire, with an important conference with the Canadian Government on the question of emigration. It is understood that a far-reaching scheme will form the basis of negotiations between Mr. Amery and the Canadian authorities.—British Wireless Service.

THE LIBERATOR.

GREAT CELEBRATIONS IN BULGARIA.

THANKSGIVING SERVICE.

Sofia, Yesterday.

The country is celebrating the fiftieth anniversary of Bulgaria's liberation from the Turkish yoke as the outcome of the Russian declaration of war against Turkey in consequence of the massacre of Christian Turks in the "Bulgarian atrocities."

A thanksgiving service was held in the Cathedral, after which a memorial service was held for the fallen of the victorious armies in the war of liberation.

The statue of Tsar Alexander II, "The Liberator," was wreathed. He was notable in the historic siege of Plevna.—Reuter.

HOTEL FIRE.

THREE PERSONS BURNED TO DEATH.

New York, Yesterday.

Two men and one woman, all guests, were incinerated in a fire which destroyed the century old Westkora Hotel at Ossining.

Thirty-five persons were saved by the heroism of the firemen.

Three unsuccessful attempts were made last year to set the hotel on fire.—Reuter's American Service.

NEW DEAN.

INDUCTION CEREMONY ON SUNDAY.

The induction of the Rev. Alfred Swann, M.A., D.S.O., as Chaplain of St. John's Cathedral will take place at 11 a.m. on Sunday next, the 8th January, at 11 a.m. The institution and installation of the Rev. Alfred Swann, M.A., D.S.O., as Dean of St. John's Cathedral and Archdeacon of Hong Kong, and the Rev. Mok Shau-tsang, Incumbent of the Church of Our Saviour, Canton, as Archdeacon of Canton will take place at 5 p.m. on Sunday next, the 8th January, at 5 p.m. and a reception of welcome will be held at the Cathedral Hall at 4.45 p.m. at which His Excellency the Governor hopes to be present.

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P'RAPS-P'RAPS NOT!

"The Rainmakers" will be barred from the Kowloon children's sports to-day.

Teacher (coming into schoolroom after a short absence): "Who has written this on the blackboard, Billy Jones can kiss the girls better than any boy in the class?" Billy Jones: "I have, miss."

Teacher: "Well you will stay in after school as punishment." Chorus of Boys later, who had waited for Billy to come out: "Got a licking, didn't you, Billy?" Billy: "No."

"Well, what did she do?" "Shan't tell, but it pays to advertise."

Benevolent Visitor—"Do any of your friends ever come to see you here?"

Convict—"No, ma'am, they're all here with me."

Lady—That pipe you were supposed to have mended yesterday leaks as badly as ever.

Jobber—Did you keep the cistern empty, mum?

Lady—No, of course not! Jobber—Ah, that's what's done it, you may depend!

"Well, how are you to-day?" asked the doctor.

"My rheumatism has gone. I rubbed my knee for an hour with your lotion," replied the patient.

"Your knee? But you said it was your arm."

"Yes, but the exercise cured me."

"Which is one of the slowest things on earth?" asked a school inspector of a boy the other day.

"Influenza," remarked the boy.

"Influenza," said the inspector, "how do you make that out?"

"Because it is so easily caught," promptly answered the boy.

The doctor of a lunatic asylum was in the bathroom one day, watching a number of his patients bathe, when one of them called out suddenly:—

"Let's duck the doctor!"

Seeing his danger, the doctor, with great promptitude, said:—

"All right, boys; but suppose, now, you give the doctor a cheer before ducking him."

This reasonable proposition was at once acceded to, and a ringing cheer resounded through the building, which at once brought the keepers, as the doctor expected, and he was saved.

With dignified air and head erect, the woman descends the step, and marches down the deserted street. In her hand is a large bundle, and in

EAST RIVER.

FURTHER RUMOURS OF FIGHTING.

WAICHOW'S FATE.

Kwangsi Reinforcements Leave For Swatow.

GENERAL LI CHAI-SUM KICKS PAPERSIDES OUT OF HONAM.

Whilst peace seems to reign in Canton itself, there are further indications that the party now in power, the Kwangsi faction, intend to pursue their warlike activities against whatever Ironsides they can find in the province.

Waichow, it is reported, is now clear of Ironsides and is in the occupation of the Kwangsi troops. In some respects it appears that a prolonged campaign on the East River has opened which will only end in the wholesale retirement of the Ironsides.

Reports that the Ironsides are retreating under instructions from Chiang Kai-shek are discredited.

CHIANG AND CANTON.

The fact that the express train service on the Canton-Kowloon Railway is being resumed may indicate that the possibility of hostilities along the line has become remote.

Canton's military headquarters still maintains that Waichow city, on the East River and about 25 miles from the Railway, has been entered by Kwangsi troops following the voluntary evacuation by the Ironsides.

In political circles, it is suggested that the Ironsides are retreating under orders from Generalissimo Chiang Kai-shek. The news is in direct contradiction to a report from a pro-Ironsides source, referred to elsewhere in this article.

Reinforcements for Swatow.

Two brigades of Kwangsi troops in General Pei Chung-hsi's command are reported to have arrived at Swatow on board a Chinese steamer from Shanghai, reinforcing the Kwangsi garrison there, and relieving extra men for work against the Reds who have spread to the hinterland of Swatow from the Hoifung and Lukfung districts.

Two more brigades of the Papersides have left Honam, at the request of General Li Chai-sum, leaving very few Papersides. It is expected that the Kwangsi troops will soon enter Honam.

WAR SIDELIGHTS.

Ironsides to Encamp for Six Months.

That the Nationalist army of about 5,000 bayonets in the east of Kwangtung province has joined hands with the Kwangsi faction now in power at Canton, is the rather startling admission made by a source partial to the Ironsides.

This force is under General Chen Min-chu, who is more of a supporter of Generalissimo Chiang Kai-shek than any other leader.

Both the Ironsides and the Kwangsi faction claim an alliance with him. His army is near Swatow, which is occupied by Kwangsi troops, and has been said to be making for Canton for some weeks.

Best Terms for Himself.

If it did march, it would in all probability come in contact with the Ironsides in the East River basin.

Present indications are that this General who supports Chiang Kai-shek and the Canton Government opposes Chiang Kai-shek—is still trying to make the best terms for himself regardless of politics of wider scope.

Another unexpected statement is that the Ironsides (reported in yesterday's "China Mail") as digging in extensively have decided to stay near the East River for six months, resting without any plans for an offensive against anybody.

SENSE OF SECURITY?

Canton Government's Military Policy.

Considerable discussion has been aroused, not entirely in an unfavourable sense, over the policy of the present Canton Government (by the Kwangsi faction) under General Li Chai-sum. Additions have been made daily to the city garrison, reinforcements coming mostly from posts along the West River.

A greater sense of security is given by the presence of larger units but, on the other hand, some people are apprehensive that the ruling powers have warlike intentions, the "enemy" being, of course, the Ironsides encamped along the East River, 60 miles east of Canton.

District headquarters which previously had charge of up-country military administrations,

are to be revived by General Li Chai-sum, in his capacity as commander-in-chief.

REDS CAUGHT.

With Kerosine and Mausers in the City.

Canton, Yesterday. Two alleged Communists have been arrested by the kaifongs (elders of the community) at Cheung Lok Street, near Shakee, with Mauser pistols and a quantity of kerosine in their possession, and were shot soon afterwards by the Police.

Foreign reports are that Waichow is still held by the Ironsides who have driven off Kwangsi troops from the direction of Swatow.

Canton gunboats on the Honam side still seem to be "neutral." They are off the Customs house. A few others near the Steamboat Co.'s wharf are believed to be loyal to the Canton Government.

General Li Chai-sum's headquarters are now at the "palace" formerly occupied by the late Dr. Sun Yat-sen.—An occasional correspondent.

GOLD STANDARD.

ITALY AND FUTURE LOANS ABROAD.

AUTHORITY REQUIRED.

Rome, Yesterday.

Italy's return to the gold standard has been followed by a decree requiring all public, social and commercial institutions to obtain Government authority before negotiating loans abroad. Such authority is unnecessary for the ordinary operations of discounting bills of exchange; opening banking credits, granting delayed payments for the purchase of goods as long as the latter operations are concluded within a year.

Only loans for productive objects in the general interest or to increase exports or develop production within the kingdom, the products of which would otherwise be imported, will be authorised.—Reuter.

Gold For France.

Havre, Yesterday. The "Rochambeau" has arrived from New York with ten million dollars of gold on board for the Bank of France. An approach is gradually being made toward financial re-habilitation, which is the forerunner of stabilisation. It is understood that the Bank of France has bought considerable gold from the Bank of England and the Federal Reserve Bank of New York.—Reuter.

"KID BOATS."

SPARKLING COMEDY AT QUEEN'S THEATRE.

At the Queen's Theatre is being shown a sparkling comedy entitled "Kid Boots" which gives us Eddie Cantor in his first motion picture. He is a distinct success and takes the very likeable story along with a swing. Clara Bow, Billie Dove and Lawrence Gray also appear in the cast.

There is a short comedy, "Fighting Fathers," and a Metro musical also in the programme.

C. P. LINERS.

ANOTHER TO BE LAUNCHED THIS MONTH.

Rugby, Yesterday. One of four 20,000 tons passenger liners being built on the Clyde for the Canadian Pacific Railway will be launched on January 24 from the yards of Messrs. John Brown and Company, and will be christened "Duchess of Bedford" by Mrs. Baldwin, wife of the Premier.—British Wireless Service.

"ON THE FENCE."

VIEWS OF A PLAIN CITIZEN OF ITALY.

FASCISM—FOR AND AGAINST.

A special correspondent of the "Manchester Guardian" renders a distinct service by recording a conversation between a man of Italy and himself on the situation in Italy. It is a quiet, detached survey that should be studied on its merits. We give a quotation from the latter part of the talk as it appears in the "Manchester Guardian."

British Journalist: "Could you say briefly what are the virtues and the emotions engaged on either side?"

More Italian: "I will endeavour to do so. Let me begin with the Fascists. The best of the Fascists have a vision of the 'old Italy,' which they desire in all seriousness to get away from, the vision of a country anarchical, cynical and corrupt, perpetually rent by local and personal factions, ready at any time to suspend work for an argument, and to terminate the argument with a show of knives...."

The "plain citizen" then goes on to explain the Fascist sentiment—"Let us begin by showing that we are not slaves to an anarchical temperament; that law is law."

example, as judges, journalists, or professors, because they preferred to starve in silence rather than speak under constraint words which did not come from the heart.

"Perhaps there are not as many as one might wish there were, but there are enough to form in the national mind an inclination which cannot be suppressed or ignored. In the highest ranks of these guardians of a great idea stand men like Croce and Ferraro, who have a vision of political life which they know in the depths of their heart to be the forward-looking vision. These men want the Italians to be Italians, but with an Italianity springing unconstrained from the heart and not only from the lips. They see a nation as a not wholly independent living unit, composed of dependent living units which we call provinces, towns, and communes, and going to form a larger unit called Europe.

"No unit is self-sufficing, but all, to have any value, must be living and at least in part autonomous. So, too, each individual in each unit, if his adherence to it is to have more than mechanical value, must give that adherence out of the freedom of his will."

British Journalist: "How will this end? Will it end?"

More Italian: "It will end some day, quicker, perhaps, than anyone expects, and what seems impossible to-day will seem possible to-morrow."



[Photo by A. Fong.]

Photo taken on occasion of the wedding of Mr. Lee Shu-kee and Miss Ngai Ling-chu, daughter of Mr. and Mrs. Ngai Bong-ping. Photo shows Mr. and Mrs. Ngai Bong-ping, Mr. and Mrs. Li Pong-hung, and Mr. and Mrs. Lee Shu-kee (bride and bridegroom).

When a notice says 'Keep to the right,' let anyone who prefers to keep to the left, Italian or foreigner, cultivate this taste in a prison-yard. If somebody likes putting his feet up on the cushions of a State railway carriage let him contribute to the supply of cushions with a stiff line.

"If anyone wants to indulge in depravity let him learn that this is more easily or safely done in France, Germany, or England. When a foreigner drives about Italy and thinks to himself how funny it is of the Italians to talk Italian let him occasionally be reminded that five million Italians with bayonets in their hands would be no more amusing than five million Germans, and that it is no particular fun for foreign coal merchants to lose Italy's custom through development of her hydro-electrical resources, nor for British shipping to be cut out by cheaper Italian freights.

"And let the Italians, when they accept a five-lira piece proffered in lordly fashion by a foreigner for some service which would be paid for in his home at the rate of ten lire, recall as he murmurs his thanks that Italians can fight, fly, build, navigate, ride, drive, dig, and manufacture as well as and perhaps rather better than this other fellow. But it's no use his recalling it unless it's true. And it won't be true unless one or two conditions are realised.

"The inhabitants of Palermo and Naples must learn, when asked what is their nationality, to answer something other than 'Sicilian' and 'Neapolitan,' the inhabitant of Siena not to reply 'Tuscan,' nor he of Turin 'Piedmontese.' In fact the word 'Italian' has got to become part and parcel of the language, a usage which cannot easily be secured without some abuse to begin with.

"The symbol of Italy, the green-white-red tricolour, cannot, for this purpose, be too frequently seen and saluted....

"I have enumerated to you some of the aspirations, which most of my countrymen, and I among them, associate with Fascism, and in particular with the name of Benito Mussolini. It is not easy for us to take arms against the incarnation of this complex of desires and emotions, especially so long as there is nothing very obvious to take arms for."

If Ye Have Not Freedom—British Journalist: "That is one side of the sundered mind. What now is the other side?"

More Italian: "What was it of which Dante said he alone knows the beauty, who loses his life for Freedom? There are Italians who in these last years have earned the right to say they know that beauty—Mussolini, for instance, and Amendola. There are a good many more who have been prepared to lose an important part of their lives, their incomes, for

row. The combatants may just grow tired of growling at each other, and take to yapping quite inoffensively. Clear your mind of the expectation of anything very dramatic or tragic or heroic."

At the War Danger Conference held in London recently, Signor Nitti, the eminent Italian statesman, said: "The Fascist Government has abolished in Italy every safeguard of the individual, and every liberty. Everywhere they indulge in violence against their adversaries. The houses of their opponents, even among the most respectable, have been pillaged, sacked, and devastated.

"The people not only pay taxes for public services, but to maintain a militia of spies and assassins. Italy is a prison where life has become intolerable. In spite of false statistics the financial disorder grows every day, and production is diminishing. Without free Parliaments, without freedom of the Press, without control of public opinion, without true democracies, there will never be peace."

Fleet Street Memories. "Ever so many books have been written about Fleet Street, the 'Street of Adventure,' as Sir Philip Gibbs called it in his novel, although that name was before him," states the "Glasgow Herald." "None of those books has been a 'best seller' with the great public, for the reason, perhaps, that the general reader only wants his news. 'It remains for somebody to write a book which shall bring Fleet Street on to the stage of the world, as part and parcel of the news of the world; link it up with that news in such a way that the average reader is interested."

"So far as this can be done in a volume of reminiscences, it is done by Mr. Hall Richardson, who has a sense of drama and something of the 'vision splendide.' He has, through long, fruitful years, been in the heart of London life as Fleet Street samples it. Mostly he has recorded history in the making, but often he has assisted in the process, and always he has thought contemporary things out, and, as one judges, made a note of them privately, as apart from public record. Mr. Richardson has, in fact, been the citizen as well as the journalist, and it is this combination which will find the ordinary citizen reading him."

From the City to Fleet Street, by J. Hall Richardson. (Stanley Paul, 45s.)

The members of the Empire Parliamentary Association asked to represent the association on the visit to Nigeria as the guests of the Nigerian Government are: Major Walter Elliot, M.B. (Parliamentary Under-Secretary for Scotland), chairman; Mr. William Lunn, M.P. (Sax.); and Mr. G. M. Garro Jones, M.P. (Liberal).

SOVIET BREACH.

COMMERCIAL MISSION DEPOSITS ATTACHED.

ACTION BY FRANCE.

Paris, Yesterday. The Tribunal of Commerce has ordered the attachment up to twenty million francs of the Soviet Commercial Mission deposits with various Banks at the instance of the Banca Amis, of Barcelona, for alleged breach of contract.

Apparently the Banca received a monopoly for the export of oil from the Caucasus to Spain. The Soviet denounced the contract in spite of a clause providing for arbitration in case of dispute.—Reuter.

IRAK'S RAIDERS.

A COMBINED PUNITIVE EXPEDITION.

Baghdad, Yesterday. The formation of a combined British and Irak force sufficiently powerful to punish the Faisal-Dowish raiders was announced by the Premier in the Chamber of Deputies.

He added that operations would be completed within a month.—Reuter.

CINEMA NOTES.

"CANTON UNDER THE REDS."

Pictures showing for the last time to-day besides Eddie Cantor's big comedy hit, "Kid Boots," at the Queen's Theatre, include Rudolph Valentino's bandit romance, "The Eagle," at the World Theatre, and Ford Sterling's story of a big bluff, "The Show-Off," at the Star Theatre. The exceptionally interesting topical film, "Canton Under the Reds," is also being screened at the World Theatre for the last time to-day.

To-morrow's programme at the Queen's Theatre is one of the lighter kind. The feature attraction is "Cheating Cheaters," the clever and amusing story of two bands of society crooks who each believe the other is honest and seek to steal its jewels. "Cheating Cheaters" is supplemented by the latest Felix cartoon, "Rainbow's End," a new Metro comedy and an interesting topical gazette.

LA BOHEME.

Music lovers as well as picture-goers will be interested to learn from a special advertisement in this issue that "La Boheme" will be screened again at the Queen's Theatre on Tuesday and Wednesday of next week. Based on the story which inspired the famous opera, the picture presents a Lillian Gish heroine of "The Birth of a Nation," and other famous plays in the role of "Mimi," tragic waif of the Paris Latin Quarter, whose story is known and loved by millions. A notable cast is seen in the new production, which King Vidor, director of "The Big Parade," produced. John Gilbert is the romantic poet, Rodolphe, and Renee Adore plays the vivacious Musetta. Roy D'Arcy, Edward Everett Horton, Gino Corrado, Karl Dane, George Hassell, Frank Currier and other well-known players are seen in supporting roles. Magnificent staging and an authentic reproduction of the old streets of the Paris Latin Quarter add quaint charm to this big production.

"GLOBE TROTTERS."

DATE OF OPENING CHANGED AT STAR.

Attention is drawn to the alterations in the advertisement for the Globe Trotters' season at the Star Theatre. Owing to unavoidable circumstances the opening date of the Globe Trotters' season has been changed from to-morrow to Tuesday. The order of the revues remains unaltered, however. Booking is at Messrs. Moutrie's and the Star Theatre at the popular admission prices \$3, \$2 and \$1.

On his way to New Guinea, where he will superintend the filming of one of his own stories, Mr. Alexander Macdonald arrived at Melbourne from London on board the steamer "Port Brisbane." Mr. Macdonald is one of most widely travelled men in the world, having circled the globe 28 times. As a director of the Seven Seas Screen Productions, Ltd., of Glasgow, Mr. Macdonald is interested in the production of British films. The film to be produced in New Guinea will probably be the "Undeveloped Eye," and will be the first of an Empire series. Part of a story set in the Klondike has already been photographed, and the company will produce a third picture, probably in Western Queensland, this year. It is hoped to establish a branch of the company in Australia, and Australian writers will be encouraged to submit stories of a national character. Only two members of the party, Miss Wendy Osborne and Mr. David Wallace, who will play two of the three principal parts, were on board the steamer. The remainder of the artists were obtained at Sydney.

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" "	4. 150	" 1 "Inventic" Lever Pocket Watch.
" "	5. 175	" 1 "Baby" Alarm Clock.
" "	6. 200	" 1 "Spot" Make Rolled Gold Pencil.
" "	7. 250	" 1 "Courtenay" Fountain Pen.
" "	8. 650	" 1 Pair Silver Vases.

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This rare herbal balm, penetrates deep into the tissues. It heals from below and grows new healthy skin. At the same time, Zam-Buk removes the cause of bad feet by relieving swollen blood-vessels, and drawing out the poisonous secretions which cause soreness and inflammation. Hard growths, callouses, bunions, etc., are softened by Zam-Buk and easily removed.

Don't suffer pain any longer. Try Zam-Buk to-night!

Zam-Buk also cures eczema, prickly heat, ringworm, and itchy skin, and is a sure remedy for all skin troubles.

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GROWS NEW SKIN

LOCAL AND GENERAL SOCIAL AND PERSONAL.

Small-pox has broken out in Durham prison, and eight prisoners are in the isolation hospital.

Mr. Allister Sommerfelt, C.A. has been appointed an auditor under the Companies Ordinances, 1911 and 1925.

The recent winding up of the National Transport Workers' Federation in no way affects the Transport and General Workers' Union, of which Mr. Bevin is general secretary.

The 33-years-old iron paddle steamer "Glengarry," claimed to be the oldest passenger steamer in the world, has just passed out of service on the Highland Royal route and is to be broken up.

Many telegrams have been received in Shanghai urging the retention of Dr. C. C. Wu and Mr. Sun Fo as Ministers of Foreign Affairs and Finance, respectively, in the Nanking Nationalist Government.

In spite of objections by the Chief Police Officer, the Penang Licensing Justice last Wednesday by a majority granted a third-class licence for a new hotel at Batu Ferringhi, a bathing resort some little distance from the town.—Ex.



R. E. Olds, U.S. Assistant Secretary of State.

The "Taiping" arrived yesterday from Australia, bringing Mr. and Mrs. D. Congdon, Capt. R. C. Zalmer, Mr. D. Anderson, Mr. J. C. Reed, Mr. and Mrs. P. Courtney, Mr. J. G. Baxter, Mr. N. C. Berry, Mr. R. D. Gall, Mr. J. F. Fry, and Capt. G. S. Charlton and others.

The following forthcoming weddings are announced:—Mr. R. A. Pereira, teacher, St. Joseph's College, to Miss M. Rosario, 12 Austin Avenue, Kowloon. Mr. J. M. V. Ribeiro, widower, mercantile assistant, 50 Morrison Hill Road, to Miss M. Tse, 32 Queen's Road East.

A Chinese charged with robbery at the residence of Mr. M. A. Grant, of the Penal Missionary Society at Sai Kung Road, Kowloon City, was brought before Mr. Schofield at the Kowloon Magistracy yesterday and remanded in custody. The alleged crime took place on Christmas Eve.

Dr. W. B. A. Moore has been appointed Principal Civil Medical Officer. Dr. Moore first came to the Colony in 1905 and since then has held many medical appointments. During the war he was a captain in the R.A.M.C. and on his return was medical officer at the G.C.H., later going to the Victoria Hospital.

London will be connected by telephone with Vienna in December, with Hungary, Czechoslovakia and Poland early in 1928, and with Italy, Spain, Portugal, and the Balkans, before 1929, linking up Great Britain with the entire Continent, except Russia and Turkey. Charges will simultaneously be reduced greatly.

Architects, barristers, dentists (whether registered as dental surgeons or exempted persons), medical practitioners, pharmaceutical chemists, and solicitors certificates to practise for 1928, as required by section 21 of the Stamp Ordinance, 1921, may be obtained from the Stamp Office on payment of the Stamp Duty of \$25.

The case in Admiralty Jurisdiction in which a Chinese captain and late official of the Peking Government is suing the owner of the motor vessel "Julian" for \$6,000 odd, money alleged to have been spent by him on necessities whilst in charge of the Fratas motor-boat, was concluded before the Chief Justice yesterday, the verdict being reserved.

Mr. Kwik Siang-ling was married yesterday to Miss Yang Yuen at No. 1, Oaklands Path, the residence of the bridegroom. The bridegroom's father is the well-known "Sugar King." Mr. Kwik Siang-ling, who is also the promoter of the North Point Reclamation Scheme and the Chinese President of the Institute Banking Corporation, amongst other important positions in the Far Eastern commercial world.

The 1st Battalion Camerons has been moved from Hong Kong to Catterick.

Gen. Ho Ying-yin, commander of the 1st Northern Route Armies, left for Nanking.

Sunday, January 1, was the anniversary of the Federation of Australia in 1901.

The Johore Volunteer Rifles will from the New Year be known as the Johore Volunteer Engineers.

Mr. Yu Ya-ching, former chairman of the Chinese General Chamber of Commerce, paid a flying visit to Nanking.

Summonses will be heard in connection with the alleged acceptance by certain Liverpool constables of bribes from bookmakers.

Mr. Li Ching-hai has been appointed to the post of Superintendent of Customs in Shanghai by the Nationalist Ministry of Finance.

The 100-years-old iron suspension bridge which crosses the Thames at Marlow, Buckinghamshire, is to be replaced by a single-span ferro-concrete bridge.

An American scientist says that if married people want to flirt they should flirt with each other. A married man, who tried this, later overheard his wife ringing up a mental specialist.

An Indian was fined fifty rupees at Secunderabad police court for assaulting a policeman. He threw the money on the magistrate's table. He was promptly sentenced to four months' imprisonment.

I would have said in homely phrase, "more power to your elbow," but I am not sure that that is the part of the body that wants to be strengthened for your duties.—Mr. Baldwin (to the Lord Mayor).

Orders have been issued by the Nationalist authorities to the effect that, beginning on New Year's Day, 1928, all rents must be paid in accordance with the Gregorian calendar and not the solar calendar, as has been the case hitherto.

Further congratulations are due to Billy Tingle, who rapidly is filling the schools at Home with young boxing champions from Shanghai. The latest is the son of Major J. T. Ford, who is not quite 10 years and only has been at St. Cyprian's, Eastbourne, for a half-term, yet has won the school contest at his weight. The championship of this school recently was won for the third time by the son of Mr. E. S. Wilkinson. Both the boys were at the Cathedral School in Shanghai.

London, Dec. 5.—At exactly midnight on Saturday a gang of 50 workmen got on a big hustle at Maidstone with the task of breaking down the old bridge over the Medway and constructing a new one inside 26 hours. The old timber flooring had to be replaced by a new steel floor weighing 130 tons. Double tracks of rails had to be removed 50 yards and an intricate new track was laid down. The men worked at top pressure throughout the day and accomplished the task within the specified time.

A gruesome triple murder was committed by a Tamil rubber tapper living at Batu Gajah, when a Tamil woman and her two children were done to death by her husband. It appears that the husband and the wife were living separately for some time as the result of a family quarrel and on hearing that his wife was going to marry another man, the husband met the woman and the children on the road in front of the newly built Hindu temple and stabbed them fatally. The woman died instantly, while the children died some time later. The assassin surrendered himself to the Police and made a confession of his act.—T.O.M.

Whilst out with the Shanghai Drag-Boats during the holidays, Mr. E. Holland, Master of the Tintin Paper Hunt Club, who has been in Shanghai for the past few months, took his pony over what several of the most experienced hunters declare to be the most extraordinary jump they ever have seen, and which they aver easily is a record for the China pony. What made it the more remarkable was that there was a pony and a man in the jump and he had to clear them. When measured subsequently, the jump was found to be 13 ft. 6 in. from bank to bank, and it is said that, with the take-off and landing, he must have cleared something over 20 ft.

According to the "Zarya," the Commissioner for Foreign Affairs has informed the German Consul-General that the Nanking Government has received news from Gen. Feng Yu-shiang to the effect that a certain German firm has sold a large quantity of ammunition to Marshal Chang Tso-chang which is due to arrive in Shanghai shortly. The Commissioner requested the Consul-General to investigate the matter and take steps to prevent the importation of arms for China's warfare. The shipment is said to consist of 24,000 rifles, several million bombs, and thousands of revolvers. Instructions have been given to arrest the shipment.

The proof sheets of the first edition of Johnson's Dictionary were sold at Sotheby's for \$3,250.

Cromer lifeboatmen, who rescued the crew of the tanker "Georgia," rescued four men from a sinking lighter.

Gen. Li Tsai-sen, former Military Director of Kuangtung, accompanied by his secretaries, left for Hong Kong and Canton by the M.M.S. "Andre Lobon" to resume his old position.

The horse ambulances which have for so long been used for conveying physically defective children to schools in the London County Council area are to be replaced by 70 motor ambulances.

The engagement is announced of Miss May Evelyn Boyes, daughter of Mr. and Mrs. G. M. Boyes of Shanghai, to Mr. Arthur Leslie Sullivan, son of Mr. and Mrs. A. Sullivan of Kew Gardens, Surrey, England.

Four English nightingales which left London for New Zealand, to be released on the Government bird sanctuary in Auckland Harbour, will, it is claimed, be the first English migratory birds ever to have entered the Southern hemisphere.



Governor Sam A. Baker, of Missouri.

At the conclusion of the Court of Enquiry into the "On Lee"—"Kwong Fook Cheong" collision, it is learned that Captain Fernandez was reinstated to the post of master, vice Mr. Bousfield, while Mr. C. H. Brown was retained as Chief Officer.

Over a thousand men responded to a test call made yesterday afternoon at Police Headquarters by the Captain Superintendent of Police. The call was made at about 8 o'clock and within a few minutes the extensive parade ground was filled with European, Indian and Chinese Police of all ranks.

Reports from Washington to Peking, says the vernacular press, state that Dr. Alfred S. K. Sze, the Chinese Minister, and Dr. Frank W. Lee, the Nationalist delegate, are co-operating in their dealings with the diplomats in that city in order to uphold China's rights. Already, it is said, they have secured the support of Senator Borah.—"Shunpao."

Passengers arriving in Hong Kong on the P. & O. s.s. "Morea" yesterday, included Mr. C. G. Mackie, Mr. A. G. Gordon and Mr. and Mrs. Stanton Brown. Other Shanghai passengers who are passing through on the way home, are Lady Barton and the Misses Barton, Lieut.-Comdr. Spurgeon, Capt. E. F. Fuller and Mr. J. McMurtrie.

The "Swami" who was recently at Port Swettenham, and was requested by the Police to leave that place, is now in Kuala Lumpur, and is for the time being the guest of Mr. M. Cumarasami at his residence in Maxwell Road. Already many people have begun to assemble in the vicinity, but Mr. Cumarasami is anxious that there should be no attempt to visit the "Swami" while at his house.—M.M.

The charge against Chu Chichuen with being concerned in an armed robbery in Queen's Road West and with shooting with intent to kill was proceeded with before Mr. R. E. Lindell yesterday. A graphic description of the encounter between the police picket and the robbers was given by an Indian constable who saw the wounding of Sgt. McMahon, who is still in hospital as the result of the affray.

According to the Sri Krung a famous dacoit named Al. Nal or Dum who for some five years has terrorised folk in the Rajburi district was shot dead at his house at Hin Kong on the night of Dec. 25. He had been tracked to his house by a party of gendarmes and officials. He was "hacking" at a gendarme with a sword when he was killed. The attacking party were able to see their man by the aid of electric torches.

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A WEEK'S PAPERS
IN ONE

"OVERLAND CHINA MAIL"

CHINA NEWS, LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Another eventful week in the history of Canton is outlined in the "Overland China Mail."

General Li Chai-sum has returned from Shanghai to the Kwangtung capital and resumed control of the Kwangsi faction, which has been in occupation of the city since the Ironides departed after driving the Communists away. Chinese observers and correspondents, in the "Overland," suggest that a period of calm lies before the city, always provided that interference does not materialise from the Nanking leaders.

In the north there is a lull. No fighting has been reported during the past few days, and it is stated that Shansi has put peace offerings before Peking.

Political differences and shufflings still rule in the Shanghai-Yangtze sectors. Latest moves are outlined by "Overland" correspondents and the regular cable services.

This week's issue also contains accounts of the new Christie case, in which the ex-Colonel and his companion figure as defendants in another charge, together with full descriptions of New Year holiday sport and the Colony's social events.

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"THE OVERLAND CHINA MAIL"

SPORTS

TOM HEENEY.

IS HE ANOTHER "FITZ"?

NEW ZEALAND LAD.

If "coming from New Zealand" carries the old mark of supremacy this lad Tom Heeneey ought to go well up among the heavy weight challengers, with just a little more experience, writes Robert Edgren.

Heeneey developed in New Zealand in much the same way that Bob Fitzsimmons, still regarded as the greatest fighter of the past century, did years ago. There are many points of similarity between Heeneey and Fitzsimmons. Both were of Irish parentage. Both were workers at the forge, Fitzsimmons as a horse-shoer and Heeneey as a blacksmith. These workers in iron usually pack a punch. Both Fitzsimmons and Heeneey were noted football players. Both began boxing as amateurs and quickly developed into professionals.

Heeneey is a heavier man by forty pounds than Bob was when he won the heavy weight championship of America, for Tom weighs 195 lbs. stripped. Perhaps he's no bigger in the shoulders. Jim Jeffries says that he once picked up Lanky Bob's coat while training with Fitz at Harbin Springs, put it on and didn't notice the difference. From the waist up Bob was a real heavyweight.

Heeneey's Principal Fights.

Heeneey has the record of a fighting man. He played cricket and football at school, and was offered a berth in the "All Blacks," the leading football team of Australia. That means that he was something of a star.

But he liked boxing better than football. While working as a blacksmith he began boxing with his brother Jack, who was amateur welterweight champion of New Zealand. After boxing a while as an amateur Heeneey applied for a permit to fight professionally. In New Zealand professional boxing was handled by a committee of well-known business men of which Ray Nolan, Prosecuting Attorney of Wellington, New Zealand, was chairman.

Just as he was starting as a professional boxer the war came along, and Heeneey enlisted. He was then nineteen years old. He is now twenty-eight—just about the age of Fitzsimmons when Fitz began knocking them all out.

After the war a personal friend of Heeneey's, Mick Stewart, Official referee in New Zealand, cabled Heeneey to come to England. On arriving, Heeneey began fighting under the management of John Mortimer, and fought several English heavyweights with a fair average of success, winning three of four fights. Phil Scott outpointed him in a twenty round bout. Then he went to South Africa, where he twice defeated Johnny Squires, winning the heavyweight championship of South Africa. In the second contest Heeneey knocked Squires out. This wasn't the old-time Australian champion, Bill Squires, who decorated the canvas in rings all over the world a few years ago.

Heeneey's American Debut.

On returning to England, Heeneey visited Dublin and took a twenty round decision over Bartley Madden, which gave him the right to call himself Champion of Ireland. This was a proud title in the days of Peter Maher and Tom Sharkey, but has rather fallen off in class since the good old days when Ireland furnished most of the world's best fighting heavyweights. However Heeneey, with Irish parents, hopes to put Ireland back on the fighting map.

Tom chased Paulino all over Europe without being able to persuade the cage Descamps to give him a match with the Woodchopper. Then he left for America.

Since arriving in this country Heeneey has developed steadily. Charlie Harvey, his manager, has a fad of picking up English and Irish and Australian fighters, and to date he never had a "sour one." Harvey coached Heeneey in the latest tricks of the American ring. Tom stopped Charlie Anderson in nine rounds, in Madison Square Garden, to introduce himself to this country. He boxed Paulino ten rounds and lost the decision. He boxed Paulino again at Madison Square Garden, fifteen rounds, to a draw.

The decision was quite freely criticized, and it was said that Paulino was being "built up" as a colourful challenger and was given a bit of the best of it in being allowed a draw, when Heeneey had out-punched him for fifteen rounds and shown superiority in everything but punch-taking ability. As a shock-absorber the Spaniard is in a class by himself.

In later fights here Heeneey won from Bud Gorman on a foul, three rounds, and knocked out Jimmy Maloney in the first minute of the first round. His real start in this country came with the Maloney knock-out. There has been quite a bit of rivalry among our blue-ribbon heavies in this matter of knocking Maloney out. When the Boston Strong Boy, second, was being built up by Tex Richard as a challenger for Gene Tunney he was flattened in five rounds by Jack Sharkey. Then George Godfrey came along and rolled Maloney out in less than half the time.

But Heeneey turned the trick in twenty seconds, making all other knockers-out of Maloney look like plunkers. Heeneey gave the public a laugh and hopped right into quite a bit of popularity. A couple of weeks ago Tom beat Johnny Risko, that tough Irish horse of the heavy weight division, who defeated Paul Berlenbach, and has made several others, including our champion, Gene Tunney, look like a lot of hams on various occasions.

Charlie Harvey says that he thinks Heeneey the best fighter from the other side of the earth in a long time, and classes him with Dan Creedon, Jim Hall and all the others with a single exception. He doesn't claim that Tom is another Bob Fitzsimmons. He knows that if Heeneey was a Fitzsimmons the heavyweight championship would be easy picking. It surely would be easy for Fitzsimmons in these days. Nobody could ever run fast enough to get away from Old Bob. But Harvey has hopes that Heeneey will pick up a knock-out punch, which is apparently all he needs. Before coming to this country Heeneey had 24 fights, won 8 with knock-outs, 12 on decisions, lost one decision, had two draws, and lost one on a foul. That might be considered a fair knock-out average—but not quite good enough to cause Heeneey's name to be linked with those of Fitzsimmons and Dempsey.

Always Aggressive.

Harvey says: "Heeneey is a combination boxer and fighter. He is always aggressive and is a strong fighter. He's particularly effective with short punches, has improved wonderfully since coming here, and will be twice as good in another year."

Physically, Heeneey looks the goods. He is stockily built, with powerful, fast legs, a strong body, fair shoulders and arms, a short, thick neck, wide jaw that looks built for taking punches, and a set of teeth that would make the fortune of a moving picture actor. I've often noticed that practically all the first class fighters have fine teeth. Good teeth seem to indicate good fighting condition more than any one other element in a fighter's make-up—"Topical Times."

LOCAL HOCKEY.

NAVY WIN SIM SHIELD MATCH.

In the first match of the Sim Shield hockey competition the Navy yesterday defeated the R.A.F. by six goals to one.

On Wednesday next the Army meet the Club in the same tourney.

TROUBLE AT HIGHBURY.

London, Dec. 24. In the league match between the Arsenal and Everton, which was played at Highbury, the referee, owing to the attitude of a noisy crowd, was compelled to take the unusual course of trying to address them.

The trouble arose through the crowd's resentment of the tactics of the Everton players, for which they were cautioned whilst the crowd booed them.

POOR RACE ENTRIES.

London, Dec. 24. The entries for the Spring racing handicaps are weak. There are only 45 noted for the Lincolnshire, none of which are French, and 26 for the Ascot Gold Cup, 4 of which are French.

FANLING GOLF.

STARTING TIMES FOR THE OLD COURSE.

TO-MORROW'S MATCHES.

Following are the starting times for the old course at Fanling for to-morrow:

9.24 a.m., E. Grimble, D. H. Blake.

9.28 a.m., S. A. Arthur, E. C. Frederick.

9.32 a.m., N. Currie, J. P. Sherry.

9.36 a.m., K. E. Greig, Templeton.

9.40 a.m., H. G. Hegarty, A. Sommerfelt.

9.44 a.m., A. B. Purves, F. A. Merry.

9.48 a.m., C. W. Jeffries, N. K. Littlejohn.

9.52 a.m., A. Ritchie, H. Spicer.

9.56 a.m., D. Forbes, J. W. Albaster.

10.00 a.m., E. R. Hallifax, D. J. Lewis.

10.04 a.m., W. A. Stewart, F. Cowherd.

10.08 a.m., J. Yates, E. Stone.

10.12 a.m., T. G. Bennett, C. L. Sandes.

10.16 a.m., Capt. Erskine, G. Murray.

10.20 a.m., A. E. Lisaman, C. B. Robertson.

10.24 a.m., T. D. E. Pendered, R. Young.

10.28 a.m., A. Webster, G. Vickers.

10.32 a.m., G. E. Ellams, J. Coulthart.

10.36 a.m., W. Ironside, T. S. Whyte Smith.

10.40 a.m., F. H. Crapnell, F. Taylor.

10.44 a.m., J. Fleming, S. T. Butlin.

10.48 a.m., C. F. Fowles, B. P. MacMahon.

10.52 a.m., R. A. Green, N. G. Mills.

10.56 a.m., H. E. Standage, M. H. Ivy.

11.00 a.m., C. C. Stark, J. G. Lawrie.

11.04 a.m., Major Lynch, M. H. Rolfe.

11.08 a.m., B. D. Evans, H. A. Lammert.

11.12 a.m., T. Low, J. Harrop.

11.16 a.m., E. J. Mahon, W. C. Murray.

11.20 a.m., A. D. Humphreys, A. Leach.

11.24 a.m., R. P. Moodie, J. H. Raikes.

11.28 a.m., A. O. Brawn, A. K. Henderson.

11.32 a.m., J. H. Bottomley, W. C. Clark.

11.36 a.m., A. Piercy, H. R. Forsyth.

11.40 a.m., A. W. Roberts, T. C. Monaghan.

11.44 a.m., F. Redmond, L. R. Andrews.

11.48 a.m., J. Kennedy, A. J. Frank.

11.52 a.m., E. P. Fletcher, C. J. Waddell.

11.56 a.m., W. K. Tait, D. J. Gilmore.

12.00 p.m., A. R. Cox, A. W. Hodges.

12.04 p.m., G. P. Lammert, Major Gore.

12.08 p.m., F. M. Ellis, Major Hogg.

SET AGAINST STAGHUNTING.

London, Dec. 24. The Home Secretary, Sir W. Joynson Hicks, in the absence of a demand from the public has declined to sanction legislation to suppress stag hunting.

PROPHET OF ALLAH.

"LATE STARTER" WHO SHOOK THE WORLD.

THE TRUE MOSLEM.

A haughty old Arab, riotously drunk, being mildly reproved one day by his nephew, retorted with crushing contempt: "Are you not my father's slave?" It is because of that hasty retort that the true Moslem of to-day is a Prohibitionist by religion, not merely by law, as are his trans-Atlantic imitators. For that venturesome nephew was Mohammed, already claiming to be the Prophet of Allah. And the incident took place in Arabia thirteen centuries ago. There was a sting in the uncle's drunken response, the sting of a certain amount of unpleasant truth. It reminded Mohammed of his lowly origins. The Prophet thereupon argued: "If wine can so make my own uncle disrespectful of my prophetic office, it must be a vile thing. It shall be proscribed the Faithful." And so it was, for ever. Mr. R. F. Dibble's new biography of the founder of Islam, "Mohammed" (Hutchinson, 12s. 6d.), an exceedingly readable book, in which the emphasis is on the personality of the Prophet rather than on the religion he inspired.

A Preacher in Mecca. There cannot be any doubt as to the vital part played by small changes in the big developments of the career of the Prophet of Allah. For instance, the momentous Hegira, the flight from Mecca to Medina which opened up a new era in the world's history. Mohammed and his few faithful followers were having a very bad time at the hands of their persecutors, the powerful priestly Korish sect who virtually ruled Mecca. Death had robbed him of two of his stoutest adherents and supporters, his admirable first wife, Khadija, and his uncle, Abu Talib, the man who was his shield against the incensed Korish. One day, while in the state of deepest dejection and full of forebodings as to the future, the scorned and reviled Prophet emerged from the seclusion into which he had retired and started to preach to some pilgrims. There happened to be among them a handful of men from Medina, who, after listening to Mohammed, invited him to their city, two hundred miles north of Mecca. They promised him honour, protection, and power.

Mohammed took them at their word. In little more than a year he was actually the spiritual and nominally the temporal ruler of Medina, with his hand on the lever that was to shake the world. Had Mohammed not happened to preach in the streets of Mecca that day, had he continued in his seclusion, the whole of history might have been changed, and likewise the course of Islam.

Palm Trees and History. Another far-reaching accident occurred shortly after Mohammed's arrival at Medina. Up till now he had been a simple religious teacher, a man of peace. His transformation into a conqueror, and that of his down-trodden followers into the greatest warriors of the age, was the result of a singular chance. The Prophet had issued an order forbidding the artificial fecundation of palm trees, with the result that they became almost barren. It was an egregious mistake, and showed that his inspiration did not extend

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COMING TO THE

QUEEN'S TUESDAY & WEDNESDAY January 10th & 11th.

to matters of agriculture. He candidly admitted afterwards that he was in the wrong. "I am only mortal," he confessed modestly. But the mischief was done, and gaunt famine stalked the province. Mohammed starved with the others. None of them liked it. Meanwhile there were the opulent Korish caravans traversing the desert to and from Mecca; the caravans, by the way, of Mohammed's enemies and of the enemies of the Faithful. It was too much to be borne. Many a lesser trial has turned a man of peace into a man of the sword. Mohammed transformed himself into soldiers, and they went forth to attack the Korish caravans. Between December, 622, and October, 623, six separate expeditions were launched. They developed the character of holy wars, and ended in the complete victory of Mohammed. And out of that incalculable beginning, an accident with some date palms, grew Islam as a fighting religion that was to sweep like a devouring flame over Africa and Asia and bring the banners of the Crescent right up to the Pyrenees.

The Family Man. One of the most entertaining sections of Mr. Dibble's book treats of Mohammed as a family man. In the days of his glory he had twelve wives, irrespective of concubines, though his followers were only allowed four apiece. His favourite wife was a pretty and very plump creature named Ayesha, whom he married when she was ten years old. Most of his other wives had had previous matrimonial experience. They were widows of his friends, sometimes of his enemies. Mohammed showed himself partial to widows, and quite probably because of his fortunate experience with his first wife, Khadija. He married her (or it might be more correct to say that she married him) when he was a poor young man, long before he became, or had any expectation of becoming, the Prophet of Allah. Khadija was then forty, a widow, and rich. The disparity in their ages did not have the usual results. Years afterwards, when Mohammed was forty, and began to neglect his business of small trader and retire to the cave in the foothills of Mount Hira to commune with Allah for days at a time, the motherly Khadija seems to have raised no objections, and often accompanied him. She was one of his first converts when at last he burst on the world with the ecstatic cry: "La ilaha illa Allah, Mohammed rasul Allah" ("There is to God but Allah, and Mohammed is His Prophet.") Ayesha, the favourite of the Prophet's declining years, took a serene view of her illustrious husband. When somebody once questioned her reverently about her consort, after his death, she replied tartly: "He was a man just such as yourselves. He would mend his clothes and cobble his shoes. He used to help me in the household duties but what he did oftenest was to sew."

Cynical Wife. On another occasion she summed him up in a very pithy sentence: "The Prophet loved three things—women, scent, and food—he had his heart's desire of the first two, but not of the last." One cannot help feeling that perhaps the poet Ayesha did not understand the real Mohammed so well as did the elderly wife who followed him to his cave in the desert. Mohammed died at the age of sixty-two. Perhaps the most remarkable thing about him is that he was over forty before he started on his proselytizing career. Till then his life was utterly without note. He is the modern world's great example of colossal achievement by a late starter. So much is heard of the Alexanders, the Caesars, and the Napoleons, with their early maturity, that it is good to be reminded by a life like Mohammed's that even at forty it is not too late for a man to set out to conquer the world.—John Austin in "T.P.'s Weekly."

HONG KONG HOTEL VISITORS.

January 7, 1928.

Mr. and Mrs. W. L. Alderson. Messrs. G. A. Falham, Browne, R. J. Birbeck, G. Boffa, C. W. Brook, Messrs. E. J. Carmichael, Mr. A. Cohen, W. H. Comstock, D. Chadwick. Mr. G. L. Denig. Mr. J. C. Finch, Col. C. B. Follett. Mr. N. P. Gadew, Miss J. R. Goldman, Miss A. M. Grant. Messrs. A. F. Henry, Fred A. Hill, W. Hoegger, Capt. T. P. Hall, Mrs. Hamilton. Miss K. Ingles. Messrs. J. E. Joseph, P. E. Johnson, Mrs. Jabson. Mr. H. A. Keller. Messrs. A. E. Lockyer, K. C. Loo, M. J. Leur, Miss H. Little. Messrs. H. G. Pullen, Acton, Poulter, C. G. Purchase, A. G. Pullen, H. S. Prophet, Mr. and Mrs. H. H. Priestley, Mr. and Mrs. R. B. Pire, Mr. and Mrs. A. W. Parry. Messrs. A. H. Reid, W. Richmond, Messrs. W. J. Sawyer, W. J. Vander Star, Mr. and Mrs. D. B. Sparke. Mr. Don Tinning. Mr. and Mrs. R. Vallarino. Mr. G. Wagge, Mr. and Mrs. J. E. Watkins.

LONDON EXCHANGES.

London, Yesterday

Paris	124
New York	4.97 25/82
Brussels	84.94
Geneva	25.29
Amsterdam	12.09 1/2
Milan	92.30
Berlin	20.47
Stockholm	18.11
Copenhagen	18.20
Oslo	18.84
Vienna	34.29
Prague	164.4
Helsingfors	192.4
Madrid	28.20
Lisbon	2.27/84
Athens	86.74
Bucharest	79.0
Rio	5.26/82
Buenos Aires	47.18/18
Bombay	1/8 1/18
Shanghai	2/7 1/4
Hong Kong	2/0 1/4
Yokohama	1/10 1/82
Silver Spot	26 1/2
Silver Forward	28 1/16

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MONEY & SHARES.

TO-DAY'S QUOTATIONS.

On London—

Bank wire 2/- 5/6
Bank on demand 2/- 11/16
Bank 30 days' sight 2/- 11/16
Bank 4 months' sight 2/- 11/16
Credits 4 months' sight 2/1 1/4
Documentary 4 months' sight 2/1 1/4

On Paris—

On demand 1270
Credits 4 months' sight 1845

On Berlin—

On demand 50 1/2
Credits 60 days' sight 51 1/2

On Bombay—

Wire 136 1/4
On demand 136 1/4

On Calcutta—

Wire 136 1/4
On demand 136 1/4

On Singapore—

On demand 87 1/4

On Manila—

On demand 100 1/4

On Shanghai—

On demand 78 1/4
30 day's sight (private paper) 78 1/4

On Yokohama—

On demand 106 1/4
Gold Leaf, 100 fine (per taal) 26 1/4
Sovereigns (Bank's buying rate) 9.40
Silver (per oz) 26 1/4
Bar Silver in Hong

Kong 2% prem.
Chinese Copper Cash nom.
Chinese Copper Cents 6% prem.
Rate of Native Interest 7% p.a.
Chinese Sub. Coin 27 1/4 % dis.
Hong Kong Sub. Coin 1/4 % prem.

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange
T.T. on London	5 1/4 %
T.T. on Shanghai	7 1/4 %
Hongkong Bank	111 1/2 b
do. Lon. Reg.	512 1/2 b
Chartered Bank	321 b
Mercantile A. & C.	323 1/2 b
P. & O. Bank	314 b
Bank of East Asia	371 b
Insurance	
Canton Insurance	5590 b
Union Insurance	5298 1/2 299 b
North China Insurance	7148 b
Yangtze Insurance	3240 1/2 b
China Underwriters	310 1/2 b
China Fire Insurance	3215 b
H.K. Fire Insurance	3580 b
Shipping	
Douglases	340 1/2 b
H.K. Steamships	325 b
H.K. Trade & Light	3230 b
Indo-China (Ext)	330 b
do. (Def.)	348 b
Shell Transports	382 1/2 Ex. Div.
Water-works	317 1/4 b
Mining	
Benguet	324 b
Kailash Mining Ad.	323 b
Langkat (Combined)	719 1/2 b
do. (Single)	710 b
Shanghai Explorations	325 b
Shanghai Loans	3410 b
Rails	334 b
Tonghai	317 1/2 b
Docks, Wharves, &c.	
H.K. & K. Wharves	3128 b & ss
H.K. & W. Docks	338 b
China Providents	3455 b
Hongkew	3160 b
New Engineering	35 b
Shanghai Docks	350 b
Cotton Mills	
Ewo Cottons	374 b
Oriental Cottons	314 b
S'hai Cottons (Old)	340 1/2 b
do. (New)	322 1/2 b
Lands, Hotels & Bldgs.	
H.K. & S. Hotels	3810 b & ss
Hongkong Lands	355 1/2 b
Shanghai Lands	3124 b
Hongkong Estates	313 1/2 b
Hongkong Realities	3730 b
H.K. Territorials	314 b
Princes' Buildings	
Public Utilities	
H.K. Tramways	323 1/2 b
Peak Tram (old)	314 b
do. (new)	37 b
Star Ferries	322 1/2 62 1/2 ss
China Lights (comb.)	313 1/2 b
do. (old)	310 1/2 b
do. (new)	325 b
H.K. Electric	325 b
Macao Electric	338 b
H.K. Telephones	3390 b
China Buses	379 1/2 b
Singapore Tractions	311 1/2 b
Industrials	
Malayan Sugars	35 1/2 b
Canton Tea	33 1/2 b
Cements (comb.)	3810 b
do. (old)	3795 1/2 10 ss
do. (new)	3800 b
H.K. Ropes (old)	3400 b
do. (new)	3450 b
United Asbestos	310 b
Stores &c.	
Dairy Farms	3174 b
Walsons	311 b
Der A. Whips	32 b
Fine Arts	32 b
Jackintosh	32 b
Sincere	37 1/2 b
Wm. Powell	34 1/2 b
Miscellaneous	
H.K. Amusements	325 b
H.K. Construction	314 b
H.K. G. Bonds	314 b
H. K. Gov. Loans	32 b

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The Three Principles of the People, Translated into
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Committee of the Institute of Pacific Relations, is to supply
the demand of Westerners and overseas Chinese who wish to
know Dr. Sun's political theories. The translation is complete
and faithful to the original. Geographical and historical
references have been verified. Brief notes to explain familiar
names and references have been added. Each chapter is placed
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This book is cleverly written as an answer to Rodney
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MOTORING SECTION

2,000 MILES.

A TROUBLE-FREE TRIP
DETAILED.

One of the most trouble-free trips undertaken by a new light car was recently completed by Mr. Gilbert, with a Clynio 11 h.p. tourer, after travelling more than 2,000 miles over country which he had never travelled before. The general behaviour of the car throughout the trip was a credit to its makers. Never once was there even a thought of the mechanical adjustment due to the conditions met. The general outline of the trip was the North Coast Line to Pomona and Kin Kin, and across to the Brisbane Valley Line, up to Toowoomba, and back to Brisbane through Southport. Anybody who knows this country will call to mind the creek-infested, mountainous North Coast, not forgetting the "missing link" and Sandy Pinch; also the famous Blackbutt Ranges, and the Toll Bar on the Toowoomba Range. The trip was not without its exciting incidents and breathless moments, most of which were crammed into the section north of Caboolture. The road to Landborough following the railway was selected in preference to the one which skirts the railway half a mile away. The reason for this, "mad act" as a bystander called it, was to test the sturdiness of the Clynio, in which every confidence was placed. It was on this so-called road that assistance was given to another motorist who was in trouble. Only once throughout the trip were the chains fitted, and that was at a very soft spot on the same road where the sun could not cast its rays to absorb the moisture, owing to the thick overhead growth of timber. The car was stuck in what seemed a bottomless mud pool for a brief period of 10 minutes. On many occasions the wheels were bogged and using chains. One very cheerful owner of a big car said to the driver of the Clynio as he approached the foot of one of the pinches of the Montville Ranges, between Maleny and Nambour, "If you can get up that hill it's a motor car." This did not perturb the new arrival, whose confidence by that time had been more than ever confirmed. He put the car to the task, and it behaved magnificently. The surface of the road was deplorable, and when the top was reached the car was "as cool as a cucumber" in fact never over the entire journey, including the Toll Bar, did the engine show any signs of boiling. Going across to Montville the grades and climbs were both steep and hazardous. And when on that portion of the range which was very precipitous a heavy thunderstorm broke overhead, and the rain poured down for an hour, which made the journey uncomfortable as well as extremely dangerous, as a skid on the slippery track would have meant disaster. It was pleasing to get the run from Cooroy to Tewantin after the head-bumpler. "rib breaking" roads.

Brisbane to Brisbane by a Roundabout Route.
The journey of 70 miles between Brisbane and Nambour took eight hours of continuous driving, which gives an idea of the road conditions, because speed could not be maintained; although the average petrol consumption gave the good result of slightly over 30 miles to the gallon. On arriving at the Wallaby Creek crossing on the way to the Blackbutt Ranges, it came as a shock to find that it was impassable. But as the driver was out for car adventure, several attempts were made further up the creek and the car successfully crossed at a spot where the water was well over the running boards. Many cars had already abandoned the crossing, so naturally the residents further on were astonished to learn that the Clynio had crossed over the flooded creek. The Blackbutt Range was attempted on the first day that the service car had gone over since the phenomenal wet season. The conditions were awful, and the atmosphere was so moist that the mixture had to be altered. Twice on the Blackbutt Range contrived to stop the driver and asked particulars of the car. The Rosewood Flats were well known for bad conditions, and the Clynio negotiated them without difficulty. Many detours were made from the beaten track, which were, in most cases, far worse than the ordinary running. After successfully crossing the Toll Bar, near Toowoomba, the return trip was made, and the petrol consumption homewards averaged 40 miles to the

MIXTURE CONTROL.

THERMOSTATIC DEVICE FOR FORDS.

An interesting and rather clever device that must be of interest to Ford owners is the Blanche thermostatic automatic carburettor control, which, when fitted, automatically adjusts the carburettor, so that the engine gets the correct mixture at all temperatures. In design the control is extremely simple, and consists merely of an aluminium temperature box, which is clamped on to the exhaust pipe, a coil spring having one end attached to the box and the other to a steel rod that connects to the needle valve of the carburettor. The operation of the device is as follows:—As the temperature of the engine rises the heat causes the spring to expand so that it exerts a turning effort on the rod, which in turn alters the position of the needle valve, giving the engine a weaker mixture. Conversely, as the engine cools, the spring contracts, and the valve is turned the other way, automatically enriching the mixture. It is claimed by the manufacturer that the resultant saving in petrol from the fitting of this device is in the vicinity of 45 per cent. It is also claimed that, due to the engine getting the correct mixture at all times, there is much less crank case dilution, consequently less wear, and higher efficiency. Up to the present (says a writer in a Queensland paper) I have not had a chance to test this device, but the idea is certainly a novel one, and should prove a good investment for Ford owners who are after a higher rate of efficiency from their engines.

GENERAL HINTS.

On cars that are in daily use, the clips that hold the springs to the axles should be gone over and tightened every month. Quite a large amount of spring breakage has been traced directly to loose clips, which allow the springs to get out of alignment, and to twist. When changing the rims or wheels after a puncture, always make sure that the retaining nuts are screwed right home. If the nuts are improperly tightened, the rim will speak on the wheel, and will set up a strain on the nuts that will eventually cause the threads to strip. On cars fitted with detachable steel wheels, the tension of the nuts is even more important than it is on detachable rims. The driving strain of these wheels is absorbed by the friction contact which the wheel makes between itself and the drum, and not on the bolts, as is generally supposed to be the case. If the nuts get loose on this type of wheel they lessen the frictional contact, with the result that the strain is imposed on the bolts, very often tearing them off. A point that is very often overlooked is the greasing of the front wheels. Although the bearings are of the ball or roller type, they need greasing occasionally, and be removed every three months, and re-filled with fresh grease. At the same time, check over the wheels for side-play, and take then up by tightening the adjusting nuts.

gallon. Only one gallon tin of oil was taken, and the sump had plenty in when the car came to the end of the journey. On one good strip of the road home an opportunity presented itself to prove how the Clynio could hold its own with big cars. Two high-powered cars were on the road, and just as a test the driver gave them a "burl," and passed one, and, after hanging on to the tail of the other on the good road, in all fairness to the car, which was new, the chase was abandoned. Lots of tourists were passed on many stages of the journey, and they thrilled over the wonderful scenery, but were disgusted with the road conditions. The trip was not only a demonstration of what the car could do, but it further tested thoroughly those things which nowadays people look for in a car: Pick up, acceleration, rolling ability, fuel economy, braking, endurance sustained high speed, pulling power, hill climbing, riding, comfort, ease of operation, and construction of bodies and frame-work to avoid squeaks and rattles. To say that the car finished the test faultless is actual fact.

HOW'S SHE HITTING?

LONG HINTS ON CAR CARE.

Keeping the moving parts of the car well oiled and greased is as important in summer as in winter. But there's still a difference between summer and winter lubrication, because of the weather conditions. Winter demands use of a lighter oil in the transmission, less it becomes a hindrance rather than a help to smooth operation of the gears. Cold weather also demands more careful attention to lubrication of all parts that move against each other, for lack of lubrication might cause the parts to freeze or bind and make further riding difficult.

This is best illustrated in treatment of the spring bolts, where grease cups are placed for a definite purpose. Rather than grease, a heavy oil should be used to keep these joints well lubricated. In fact, they should be treated with a dab of oil at about every 250 miles, to be sure of their easy operation. Otherwise there's danger of their freezing, and if they freeze the bolts are hammered out with difficulty. If they are neglected even in a freezing state, not only will the riding be uncomfortable, but a broken spring may result.

In case of the transmission, a lighter oil than that used in summer should be installed for the winter. The reason is that a cold spell might harden a heavy oil so that the cars would merely cut a path through it and continue running without getting any benefit from the lubricant. The lighter oil would keep flowing through the gear teeth to assure easy running. Besides, use of lighter oil permits easier starting in cold weather. The battery has less resistance to contend with and so can turn over the engine more easily.

Of course, the crankcase should be drained every 1,000 miles or so. But for winter, it should also be cleaned out by running it in a quart of thin oil. Kerosene should not be used, for it is difficult to drain it out completely and the remainder will cut the lubricating oil and render it less useful.

The importance of lubrication at all times is emphasized by no less an oil authority than Thomas A. Boyd, of the General Motors Research Laboratories.

"The surface covered by an automobile is equivalent only to about one-fourth the area of metal that the moving parts of the engine and driving mechanism slide over while tracks are being made," he says. "Unless the rubbing parts of its bearing surfaces are supplied with some kind of smoother, the best machine in the world will not run more than a short time."

Greater difficulties from winter driving make it all the more urgent that all these moving parts be kept well oiled.

One of the dashboard instruments that is highly important, but is least understood, is the ammeter. That's the dial that's marked "charge" and "discharge" and that points steadily to a figure on the "charge" side while the car is being driven by day, and changes over to the other side when the lights are being used at night.

All that most drivers know of this instrument is that the dial should remain at a definite point on the "charge" side by day, and so long as this remains steady at that point there is nothing wrong with the part of the car that this dial seems to control.

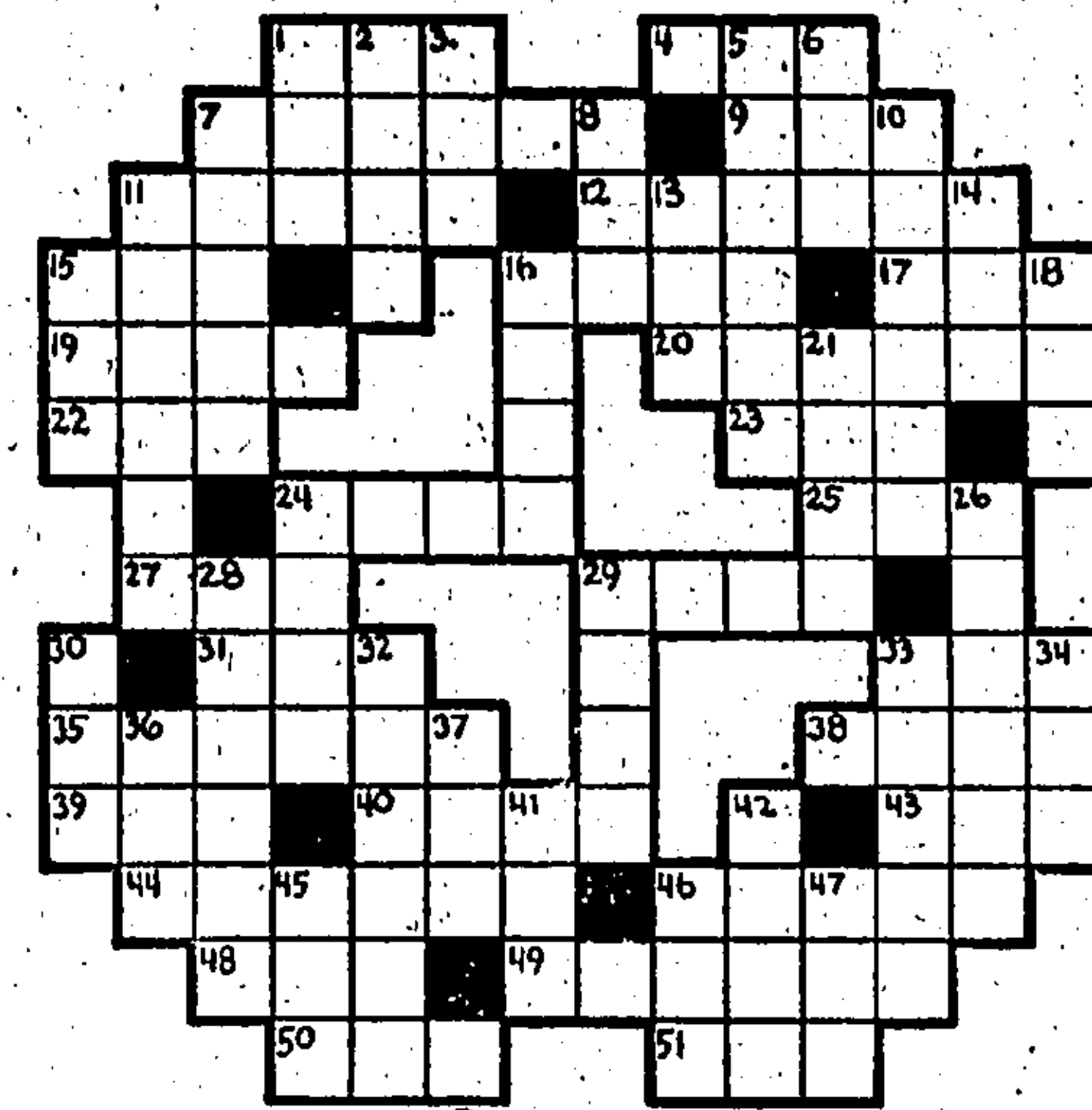
But the ammeter is the guide to the proper functioning of the car's electrical system.

The ammeter tells when a headlight is out, or if there's a short circuit in the electrical line, or when the generator fails to function properly.

The generator is the electrical power house of the automobile. The ammeter is the guide to that power house. While the battery is being used to start the motor, the needle of the ammeter is on the "discharge" side, telling the driver that valuable current is being taken out of the battery.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)



- | | | |
|---|---|---|
| <p>HORIZONTAL</p> <p>1-What day of the week was named from the Norse goddess Frigg? (abbr.)</p> <p>4-Large orange-yellow sweet potato</p> <p>7-What king of the Franks is the traditional founder of the French kingdom?</p> <p>9-What is the French for "winch"?</p> <p>11-What Scottish nobleman and general suppressed the Sepoy mutiny, 1858?</p> <p>12-At what place did Joshua command the sun to stand still?</p> <p>15-Word used to frighten children.</p> <p>16-A small silver coin of Mexico</p> <p>17-What is a solemn promise, as to God?</p> <p>19-A burden or responsibility</p> <p>20-What did the Dutch settlers of New York call a farm?</p> <p>22-To go on to say</p> <p>23-Girl's name (short)</p> <p>24-Fling</p> <p>25-Batter</p> <p>27-What is the capital of Brazil often called?</p> | <p>HORIZONTAL (Cont.)</p> <p>29-What is an article of vulgar finery?</p> <p>31-Used in negation</p> <p>33-What is a worn garment?</p> <p>35-What English surgeon is called the father of septic surgery?</p> <p>38-What Italian city has a famous leaning tower?</p> <p>39-To employ</p> <p>40-What do the French call Christmas?</p> <p>43-A small barrel</p> <p>44-What was the early French name for Nova Scotia?</p> <p>46-On what river is the capital of Italy?</p> <p>48-To attach</p> <p>49-A surgical instrument</p> <p>50-Lacking interest</p> <p>51-To be profitable to</p> | <p>VERTICAL (Cont.)</p> <p>6-So (Scott.)</p> <p>10-What is a prayer said on nine successive days?</p> <p>11-What is the great virtue of the Ancas called?</p> <p>13-To punch</p> <p>14-And not</p> <p>15-A large serpent</p> <p>16-Put to flight</p> <p>18-River in S. W. England</p> <p>21-What is a person who is under the guardianship of another?</p> <p>24-A aquatic bird</p> <p>26-A magazine rife of great range</p> <p>28-What is a six-legged arthropod?</p> <p>29-What is the winning-point in any game?</p> <p>30-The influenza (slang)</p> <p>32-What is a vessel attending another vessel?</p> <p>33-Dike-builder</p> <p>34-A loose hanging point, lock or shroud</p> <p>36-Who was the first great prophet of Israel? (abbr.)</p> <p>37-What is the French for "king"?</p> <p>41-To consume</p> <p>42-A size of type</p> <p>43-Co-operation</p> <p>45-To surmount</p> <p>47-The laurel tree</p> |
|---|---|---|

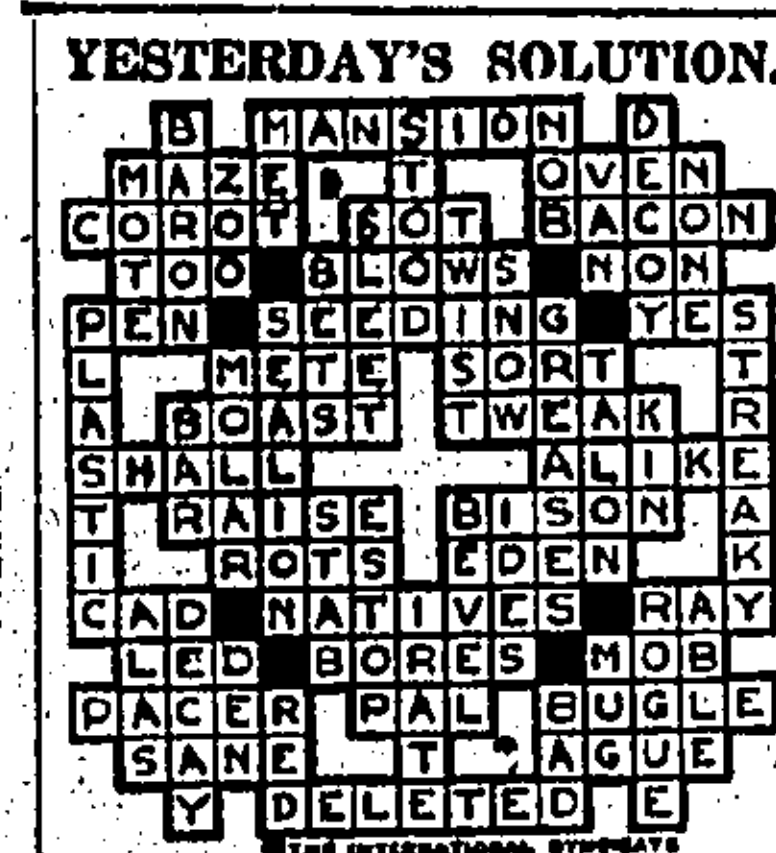
(The solution of the above cross-word puzzle will appear in Monday's issue along with a new cross-word puzzle.)

That this is highly valuable, and not to be wasted, is stressed by the fact that the average automobile battery can be drained of its juice in 15 minutes in warm weather, and in only five minutes in cold weather.

Once the motor is started, and everything is all right, the ammeter points to a definite figure on the charge side, telling the driver that the generator is supplying the proper power and at the same time is charging the battery, in preparation for its next drainage. Let one of the headlights go out, and the needle will show a slight increase in the regular charging rate.

And if the generator fails to function altogether, the needle will go over to the discharge side, while the motor is running, warning the driver that the battery is supplying the juice that otherwise should be furnished by the generator. If the generator suddenly fails to function, it should be overhauled immediately, or it might burn out.

Testing the battery every two weeks is important in this connection, for its condition is tell-tale for that of the generator and the entire electrical system. If the battery is fully charged and requires only a little more water, it is going perfectly. If the battery seems to be using up too much water, it is being overcharged by the generator and should be controlled by use of the headlights by day, for a while. Otherwise this might injure the battery. If the battery, however, persistently shows an undercharge, the generator should be adjusted to supply more current.—Israel Klein for "Manila Times."



THAT EASY MORNING START.

The ordinary way of obtaining the longed-for easy start is generally to pull out the choke so as to fill the cylinders with a priming of nearly raw petrol. Although a standard practice, it is more or less harmful to the engine, as the raw fuel finds its way down past the rings and into the oil, causing oil dilution and therefore trouble. A better and safer way is:—When the car is put in the garage after the final run of the day stop the engine by pulling out the choke. Instead of using the switch (of course if the car has battery ignition, turn the switch off after the engine has stopped). This will fill the cylinders with a very rich mixture, ready for the morning; but owing to the engine being hot, gas and not raw fuel is drawn in, and the tendency towards oil dilution is stopped.

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NOW DON'T YOU DARE ORDER SUCH A LOW-BROW DISH AS CORNED BEEF AND CABBAGE DO YOU HEAR ME?



EVERYBODY IN THE PLACE CAN HEAR YOU.

AH! IF YOU WISH ME TO SUGGEST A DELICIOUS DISH I WOULD SAY TRY THAT ANDRE A LA PIERRE.

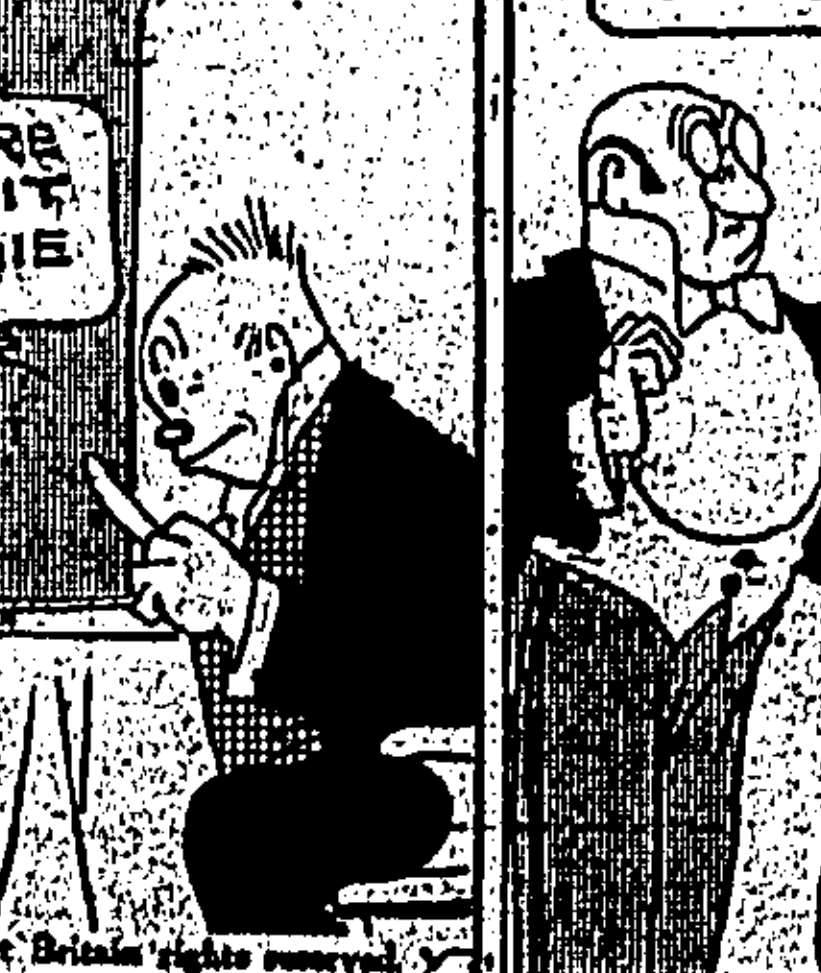


VERY GOOD WE'LL HAVE TWO ORDERS PLEASE.

MY ISN'T THAT A DELICIOUS DISH? I'M GLAD YOU LIKE IT. I MUST ASK HIM WHAT IT IS MADE OF.



I DON'T KNOW JUST HOW THE SAUCE IS MADE BUT THE MAIN INGREDIENTS ARE CORNED BEEF AND CABBAGE.



BRING IN SOME MORE



BY DAY.

Is that with a certain number of French infantry regiments, should be formed an emergency corps of flying soldiers. Each man would be picked for his lightness, agility, and intelligence. It is intended that such specially-chosen aerial corps, while carrying out normal duties at ordinary times, would be given every year a certain amount of flying, so as to accustom them to being up in the air; while in war, immediately they were required, they would be furnished with special featherweight equipment and mobilised at various aerodromes as "soldiers of the air."

Streamlined Monsters.
In the United States also the authorities now have before them a programme for the construction of a new type of giant, high-flying aircraft capable of speeds greater than have been attained before and able to remain out for weeks at a time upon long trans-ocean cruises. Squadrons of well-armed airships, embodying fresh features in design and flying appreciably faster than any machines produced hitherto, can, according to the data before the American Government, be built at a length of the cost of squadrons of surface craft; and such aerial cruiser patrols would accomplish far more, in any given period of time, than would a squadron of sea-ships.

Plans now submitted by experts are for the development of immense, swift, graceful machines. Their vast, tapering hulls are to be sheathed completely by plates of feather-weight metals. To attain a maximum speed for any given horse-power these smooth, stream-lined hulls are to be freed from practically all external projections. Instead of the captain and his engineers navigating such a great machine from a car hung beneath the bow, the control cabin with its outlook windows is to be tucked away, cunningly, inside one of the great stabilising fins which project above the hull of the airship towards the tail; while a passage-way is to run down to a similar, windowed compartment in a lower fin, thus giving outlook points below as well as above.

Big crude-oil engines, developing thousands of horse-power, are to be located inside the airship along the keel, driving external screws through special systems of gearing. It is claimed that a top speed of 100 miles an hour will, despite their size, be possible with these new gleaming monsters of the air.

New Armaments.
Though invaluable of course—for scouting, it is intended that such super-craft—their hulls filled with the non-inflammable gas helium—should play a definite part as battle cruisers of the air. New systems of armament, with special recoil mechanisms, are being developed. From low domed turrets, situated at the top of their metal hulls, it is proposed that these new fighting ships of the air should mount a type of long-range gun firing a stream of explosive shells.

Actions between such ships of the air will be no close-range business of firing point-blank into each other. Expert gun crews, using telescopic sights, will begin to shell each other while hostile craft are still separated by wide stretches of empty air. Nor will gun-turrets represent the only striking power of such perfected airships. Each is to carry ready to launch quickly, a number of small, specially designed, enormously fast single-seater aeroplanes. These little machines, once released, will dart and buzz like hornets round the craft of the enemy, pouring in streams of machine-gun-bullets. They will also be employed in the task of intercepting, and fighting, any hostile aeroplanes which approach their mothercraft.

FLYING CLUB. GOVERNMENT GRANT TO BE SOUGHT.

Calcutta, Dec. 21.
The Bengal Flying Club was officially inaugurated at a meeting held for the purpose at the Calcutta Club to-night.

Mr. Justice Costello, who presided, said that when the necessary arrangements for bringing the Club into being were put in hand, it was decided that the Club should have its headquarters at a suitable site near Calcutta and its activities should not be confined to flying, the proposal being that it should be run on the lines of a country club, where members could engage in other sports and meet in a social capacity. Speaking of the purposes of the flying aeroplanes, Mr. Justice Costello said that the Government had decided to encourage the training of people in aviation, and that a resolution was adopted authorising the Committee to proceed with the registration of the Club, and instructing them to apply to Government for a grant and to select grounds and premises.

THE ZEPPELINES. THEIR WONDERFUL PART IN THE WAR.

THE FIRST BIG RAID.

In his thrilling story of the Zeppelins and the part they took in the Great War, as told in the "Saturday Evening Post," Captain Lehmann looks at all sides of the warfare in which the great airships engaged. The Zeppelins first harried the French and Belgian towns; were then used in East Prussia, against the Russians; bombed part of London and the East Coast of England; and, finally, were adopted by the German Navy as invaluable aids in sea scouting and observing. From the beginning of 1916 till the end of hostilities the Zeppelins made the North Sea more or less their practice ground; but toward the end of the war they had to go to work warily, as the vastly-improved British anti-aircraft gunnery in the Navy and the enterprise of the Navy hydroplanes made the Zeppelins vulnerable targets at almost any height and in all ordinary conditions of weather.

Nine Go Out—Eight Come Back.

From Hamburg aerodrome 9 Zeppelins, including the L19, raided the Liverpool district of England on January 31, 1916. "Like the rest of us with new ships at that time," says Captain Lehmann, "Commander Loewe, in charge of the L19, experienced engine trou-



Lieut. Alford J. Williams, Jun., in an unofficial test of his plane recently travelled faster than any man has ever gone in the air. His speed was 222.5 miles an hour, 21 miles faster than Major Mario di Bernaldi, the Italian ace, made in an official test.

ble. The motors represented a new type, and months elapsed before they could be brought to a state approaching reliability. Loewe was the only one who did not bring back his ship.

"Late on the night of February 1 Captain Strasser, the chief, received reports from destroyers that they had been out all day on the search, and could find nothing. The last thing definitely known was that the L19, late the previous afternoon, had sent a radio that she was having engine trouble. Her position was calculated as being somewhere close to the coast of Holland. The weather was bad. It was freezing cold. A thick fog hung low over a large area of the North Sea. Three airships were kept in readiness to rush to the rescue if the L19 should be sighted and found helpless.

"Next morning news reached headquarters from Holland that a Zeppelin had been seen through the fog, flying at a very low altitude, and she had been fired at by the Dutch garrisons because she was infringing their neutrality. A few days later Reuter's sent out a news item stating that a British fishing trawler—the King Stephen—had happened upon an airship drifting in the North Sea, but was unable, apparently, to rescue the crew. That was all, until some months later, when a number of bottles were found in fishing nets off the Norwegian coast. One contained a message written by Loewe, and addressed to Captain Strasser. It reads:—

"With 15 men on the upper platform of the L19, drifting in the North Sea. Had trouble with three engines and head winds, consequently delay until ran into fog and drifted over Holland. We were fired at considerably. Ship was hit and became heavy, with the engines falling definitely. The second of February, about noon, will probably be our last hour."

Why the Mine-fields Failed.

As soon as the German Great General Staff and the German Ad-

miralty realised how valuable an aid they had in the great airships, which could float all day and night 20,000 ft. up over the North Sea, keeping an eye on anything above or below water—for at any great height mines and submarines are easily visible—the North Sea airship patrol was seen to be of vital importance to the High Seas Fleet and the submarines.

"For that reason the Zeppelin patrol from first to last took precedence over all other airship activities. The navy invariably received the latest craft as they were completed. The Zeppelin Company was producing an average of one airship every six weeks, a unique and stupendous piece of war work when you reflect that nothing of the sort had ever been done before. In fact, Zeppelins lay ready to be commissioned long before the crews could be trained to handle them."

As the months went by, the grim and bitter struggle between the British Navy and the U-boats gained in intensity. As Captain Lehmann puts it: "The British were trying their damndest to stop the U-boat campaign and the raiding and other activities of the German fleet. They pestered us constantly, and with a dense belt of mines almost blocked every exit from the German corner of the North Sea. Their efforts gained force, until in 1918 they were laying in that area about 10,000 mines a month. Because this was accomplished with special submarines or at night with mine-laying ships, it could not be stopped.

"It was up to the Germans to remove each day the mines that had been planted the night before. Our mine sweepers could not have done that work with any degree of efficiency had it not been for the Zeppelins, which patrolled the sea, warned off repeated attacks from the British forces, and made it possible for the sweepers to operate unmolested. Because the Zeppelins cruised far ahead of the sweepers enemy attempts at interference were always frustrated, and Britain failed to bottle up her rival in the North Sea."

Why Sea-landings Are Easy.

A very great point in favour of the Zeppelins was found to be that they could, if anything, "land" more easily on the surface of the sea than on shore! The narrator says—giving away one little "trick of the trade"—

"Sea landings are easy enough if the water is fairly smooth. As the great hull comes to a stop on the surface the cooling air stream created by the motion of the ship is lost, and the lack of this ventilation causes the gas to warm up and expand. That would send the ship into the air, were it not for a simple trick. A sea anchor is cast out and ballast tanks in the cars, which are as seaworthy as boats, are filled with water, the added weight compensating for the increased lifting power. When he wants to take off again the commander simply discharges enough of this water ballast to make the ship rise into the air again.

"While on the surface the Zeppelin can manoeuvre with the aid of its propellers and rudders almost as well as a surface vessel, not only in calm weather, but even better if there is a steady wind to give pressure on the steering apparatus with relatively slow motion across the surface. The limitations are not due to the strength of the wind so much as to the condition of the sea; therefore an airship can land safely on the surface in almost any wind in sheltered waters or under a lee shore. Training the naval crews at Hamburg before the war we made many landings on the River Elbe and sometimes on the very small and narrow Alster Basin in the heart of the city."

"The Price of Safety."

"More than a year of intense flying is necessary to work even a good crew into such shape that the commander may have confidence in his prompt and intelligent action if confronted with an emergency. As for himself and several of his assistants, such as the first officer, the navigator, and the chief engineer, they should have at least one, preferably two years, of all kinds of operations before they are really qualified to cope with any abnormal situation.

"Obviously that was impossible in Germany. The war would not wait for training. And I am sure it will not be taken as any personal reflection on those brave men when I say that the majority of the accidents which destroyed Zeppelins resulted from sheer inexperience. A commander learned something new on every flight, something vital to continued success.

"Often we were up against the unexpected. Each ship involved new problems because it was of different design and performance. Therefore it required special handling. When a clear moon or severe storms kept the Zeppelins on the ground, we set in motion the principal rule for successful airship operations: Keep the ship fit for work."

SECOND CLASS.

PARIS PLANE SERVICE INNOVATION.

Second-class travel has been introduced on the air liner services between London and Paris of Imperial Airways Limited. The innovation synchronises with the reduction of first-class fares. At present the charge is five guineas single and £10 return. The new rates will be:

First Class.	
London Paris to Paris.	to London.
Single	£4 15 0 575f
Return	£9 0 0 1100f
Excess Baggage 3d. per lb.	3.50f per kilo.

Second Class.	
Single	£3 15 0 465f
Return	£7 10 0 930f
Excess Baggage 3d. per lb.	3.50f per kilo.

The new fares were to come into operation on Nov. 1.

"The second-class service does not imply any reduction in the safety factor," an Imperial Airways official informed a Press representative: "second class refers entirely to the nature of the accommodation provided and to the fact that the service leaves at a time which is not so convenient for first-class passengers as the Silver Wing de Luxe service."

It is hoped that the second-class air fares will extend the field of potential air travellers, and will particularly appeal to business men whose object is to save time at the minimum expense. At the commencement of commercial aviation in 1919 the single fare to Paris was £21. It fell by stages to £10 10s. in 1920, and in March, 1921, it was reduced to £6 6s. The fare has remained at that level, with the exception of a temporary decrease each winter, when the fare has been £5 5s.

The special freight service will enable greatly-improved facilities to be given to business houses buying and selling in France and Great Britain—not only to business houses in London, but to those situated in the important industrial areas in England. The latest time for handing in goods to the railway in France for the "Malle" service is four p.m., and the majority of goods sent by this service are delivered the following afternoon. The air collection will be made in the evening after four p.m., giving exporters in Paris more time for packing goods ready for despatch, and although the air collection from Paris will be made between four p.m. and seven p.m., goods can be handed in at any time up to the departure of the aeroplane at eight a.m. for delivery in London in the early afternoon, and for delivery in towns near London in the evening.

AIRSHIP FARE IN ADVANCE.

First Passenger for the R 100.

London, Nov. 16.
Mr. Samuel Jacobs, of Paterson, New Jersey, has booked his passage in the first air liner to fly from New York to London, and he has sent a deposit of £5 to London as part of his passage money.

Commander C. D. Burney, M.P., managing director of the Airship Guarantee Co., Ltd., has received the following letter from Mr. Jacobs.

"I would like to make reservations on the dirigible R 100, if and when she makes her first trip from New York to England."

"I am enclosing a money order for £5 as deposit on whatever the fare may be.

"Should the dirigible not make the trip within the next fifteen months you may return to me the £5."

The dirigible is the R 100, the airship now being built for the British Government at Howden, Yorkshire, and Commander Burney, who is superintending its construction, hopes to be able to make demonstration flights early in April.

Definite Contract.
"Mr. Jacobs has made a definite contract to travel in the liner," Commander Burney said to a "Daily Express" representative, "and he will be the first civil passenger."

"If we are able to cross to New York in April we shall probably bring passengers back with us, and so inaugurate the first air service between the two continents. If the Air Ministry carry out the tests, however, the decision to carry passengers will rest with them.

"If we, as a company, bring passengers from New York, we shall probably charge about £100. It will take approximately forty-eight hours to make the crossing, and during that time those on board will be able to enjoy all the comfort of a ship.

DISTANT FLIGHTS.

THEIR TRUE PURPOSE EMPHASISED.

It may not be out of place, during the present week, to emphasise that the true purpose of long-distance aeroplane flights is to test the engine and the machine, and not to cover the aviator with glory or oblivion, as the case may be, nor to provide stunts for the newspapers. Some of the flights, which have recently been attempted, have had in them more than a little of the foolhardy, and even when they have proved successful, have not always been so useful from the point of view of design and construction as they would have been had they been less spectacular. A great deal more that is useful can be learnt from a flight which is within the capacity of the engine, the machine, and the pilot than from one which only proves, what was pretty evident beforehand, that there are certain tasks that cannot be successfully accomplished at present.

At the moment, no less than five long distance flights are in progress. Capt. R. H. McIntosh and Mr. Hinkler are making a journey to India on a Fokker machine, driven by a British Bristol engine, though they were not successful in doing this without a stop. A group of four R.A.F. flying boats, under Group-Capt. A. M. Cave-Browne-Cave, and an Avro, with Captain Lancaster and Mrs. Keith Miller on board, are all bound for Australia. Two R.A.F. Fairey biplanes are on their way from Cairo to Nigeria, and Sir Alan Cobham, accompanied by Capt. H. V. Worrall, has begun his survey tour of 20,000 miles through and round Africa.

The first of these, though it has failed to beat Mr. Clarence Chamberlin's long-distance record from New York to Eisleben, should help to establish an air route between this country and India. We may be forgiven for holding that the latter is the more important result of the two. Sir Alan Cobham will have ample opportunity of testing the capabilities of his machine, not the less because he will have to take off and alight no less than 43 times. But he will also carry out a most useful survey of what is still a little known country, and perform an Imperial service in trying to secure the support of the administrations in Africa for aviation, and in attempting to convince them that air transport is an important factor in the development of their country. The machine which Sir Alan is flying is a Short-Singapore flying boat, and has been lent by the Air Ministry. It is the first all-metal machine which Great Britain has produced, and has a span of 93 ft. with a length of 63 ft. Its total weight, in flying trim, is 9 tons, of which 3 tons is the disposable load. It is equipped with two 700-h.p. Rolls-Royce Condor (Series IIIA) engines, and has a speed, in still air, of about 120 m.p.h. Its radius of action, with full load, is 1,000 miles. The present boat will carry a crew of six, but Messrs. Short Brothers have under construction a similar machine, which is designed to accommodate 15 passengers—"Engineering."

AIR CRUISE.

LUXURY TOUR OF THE MEDITERRANEAN.

The first air pleasure cruise in the world will begin on January 31, when an Imperial Airways Silver Wing liner will leave Croydon Aerodrome with twelve passengers.

They will fly in the sunshine of southern France, Spain, Africa, and Italy, seeing more of these countries in a thirty-five days' cruise than is possible with surface transport.

"The cruise will be conducted with every conceivable comfort," said an Imperial Airways official. "It will include Paris, Bordeaux, Biarritz, Perpignan, Barcelona, Alicante, Malaga, Seville, Tangier, Casablanca, Marrakech, Fez, Oren, Algiers, Biskra, Tunis, Catania, Naples, Rome, Venice, Pisa, Marseilles, Lyons, the return journey being via Paris to London."

"Accommodation will be reserved at every stopping-place. Private motor-car journeys will be arranged to interesting places, and no effort will be spared to ensure that those who join this first air cruise will remember it as one of the greatest events of their lives."

One of the advantages of such a cruise will be the small proportion of time spent in travelling. There will be no night flying, hotel accommodation at night being provided for in the programme. The fare for the cruise, which includes air travel, hotel accommodation, motor-cars, and interpreters, will be £455 15s.

NEW AIR LINE.

LINK BETWEEN NORTH AND SOUTH AMERICA.

Schemes for an air line which will link New York with South America are being drawn up by a group of Wall Street financiers. A new company has been formed which, it is understood, has acquired the controlling interest in the Pan-American Airways who cover the present route between Key West (Florida) and Cuba.

Airplanes on the new route will leave New York and skirt the coast to Key West. They will then call at Cuba, probably at Jamaica, and then proceed over a number of isolated islands in the Caribbean Sea to Panama.

SEA FLIGHTS.

50 MILE LIMIT FROM COAST TO COAST.

Referring to overseas aeroplane flights, the Prime Minister of Australia (Mr. Bruce) said that, while the Government was determined to promote civil aviation development in every way possible, these efforts would be neutralised to an appreciable degree if public opinion was affected unfavourably as a result of recent tragedies, caused by long overseas flights, which were attempted in aircraft not suitable for that purpose. The Government had power to prohibit any aircraft carrying passengers, which was not a seaplane, flying boat, or amphibian, from flying over the sea for a longer distance than 50 miles in a direct line from coastline to coastline. It was now the intention to make this prohibition apply to all aircraft, other than seagoing aircraft, whether passengers were carried or not, and all registered owners of aircraft and pilots were being advised accordingly.

Mr. Bruce said that it was believed that owners and pilots would respect this instruction, which was being issued in the best interests of aviation as a whole. In the event of any breach, however, drastic action would be taken. "The Government is most desirous," he added, "that the first flight between Australia and New Zealand shall be successfully undertaken by our local pilots, and every possible technical assistance will be rendered by the Defence Department to any one, whether R.A.A.F. or civilian, who proposes to use a really efficient sea-going aeroplane for the purpose."

POWER INCREASED.

AVIATION PROGRESS IN AUSTRALIA.

Hitherto the needs of the airways in Australia have been met by the 240-h.p. Puma engine, which fitted into a D.H. 50, such as Cobham used, would carry a pilot and four passengers. Something larger and more powerful is now in request. Some machines of the D.H. 50 type are being fitted with 450-h.p. Jupiters, which will increase the power but not the capacity. A new type, however, known as the D.H. 61, has been specially designed for the Jupiter engine. The first of this type is now nearing completion at Stage Lane Aerodrome, and will shortly be consigned to a firm in Australia.

In its general lines it resembles a large edition of the D.H. 50, but it has a split undercarriage, with no axle, which is an advantage in Australia, where an axle is apt to catch in long grass or anti-hills. The cabin holds six in great comfort and will take eight without undue squeezing. The pilot's seat is above and behind the cabin. The adoption in Australia of the large radial air-cooled engine is something of an event. Australian airways have done remarkably well with water-cooled engines, but in hot climates it is generally held to be better to dispense with radiators.

CHURCH NOTICES.

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

January 8, 1928.

1st Sunday After Epiphany. Holy Communion (8 a.m.) Choral Matins (11 a.m.) Preacher: Rev. W. R. Cannell. Evensong (6 p.m.) Preacher: Rev. W. R. Cannell. Social Gathering in Cathedral Hall After Evensong.

FIRST CHURCH OF CHRIST, SCIENTIST.

[Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.]

Macdonnell Road, below Bowen Road, Tram Station.

Sunday Service 11.15 a.m.

Subject: "Sacrament."

Wednesday Evening Meeting at 6.30 o'clock.

Reading Room at above address, open—

Tuesday and Friday 10 a.m. to 12 Noon.

Monday and Thursday 5 to 7 p.m.

The Public is cordially invited to attend the service and visit the Reading Room.

WESLEYAN METHODIST CHURCH.

Queen's Road East, Wanchai (near Royal Naval Hospital)

Sunday, January 8, 1928.

Morning Service, 10.15 o'clock.

Subject: "The Call of the Apostles."

Afternoon 3 o'clock: Sunday School.

Evening Service, 6 o'clock.

Subject: "Being Adequate to Life."

Preacher at both services: Rev. J. C. Knight, Analyst.

Sailors' & Soldiers' Home, Arsenal Street.

Sunday, 3.00 p.m. Mr. May's Bible Class, 8.15 p.m. Service Men's Hour.

Monday, 5.00 p.m. Ladies' Church Aid Meeting.

AMERICAN DEMAND

"FREEDOM OF THE SEAS."

Washington, Nov. 27. — With the reassembling of Congress next week three closely related subjects will receive much attention. In their order of importance they are the freedom of the seas, the increase of the Navy, and the outlawry of war.

Of the three the freedom of the seas is the greatest threat to British interests, and a controversy



Cedar Grove Plantation, Miss.—Senator John Sharp Williams, gentleman, scholar, and veteran of a thousand senatorial fights, has just celebrated his golden wedding, with the wife of his youth, in the broad hallways that his grandfather built and where his grandchildren were born. It's the celebration of a wealthy man—rich in the things that are really worth while, that make him and those around him happy, rather than in material possessions.

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of harmonious British-American relations. The last war taught the Americans that the position of the neutral—when the belligerents had the money to pay for supplies—was most fortunate.

The United States made money by furnishing the Allies with munitions and the Allies with foodstuffs, but it was the American grinnace that they could not also sell to the Central Powers. They objected to having their ships laden with contraband "interfered" with.

Not to Happen Again.

They are now resolved—not all of them of course, but a large and influential body—that they will

Never allow that to happen again. The seas must be as free to all nations in time of war as in peace, contraband must not be seized and a belligerent may not search a neutral vessel.

That is the modern interpretation of the seductive phrase "the freedom of the seas." It is causing responsible Government circles much anxious thought. Officials charged with the conduct of foreign relations see clearly enough where the application of this doctrine may lead, but they cannot stand out against public opinion even if they wish to do so.

Coupled with this demand for the freedom of the seas is the

means to enforce it, which explains the strength of the Big Navy party in Congress. If vessels with contraband are not to be searched and seized the United States must have the means to enforce its mandate, and the means to enforce it are 10,000 tons of cruisers.

Rewriting Maritime Law.
New Bill That Will

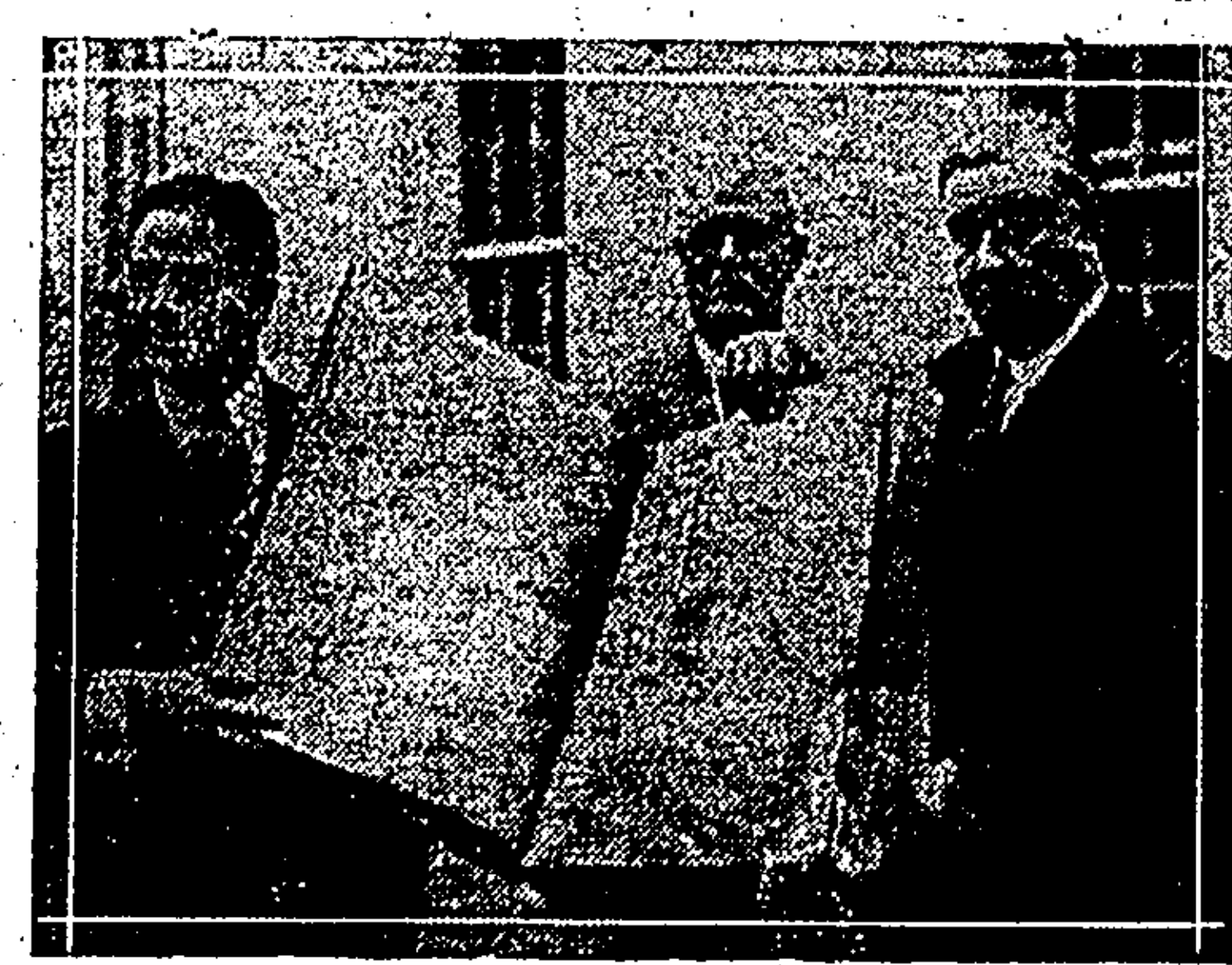
Naturally, that is not publicly admitted, but it is the naked truth. It is a challenge by the United States to the sea power of the world. It is an attempt by the United States to rewrite maritime law and the law of nations to suit its particular requirements when other nations are at

The pacifists and other persons opposed to war believe they can save the United States from becoming involved by treaties outlawing war and prohibiting Americans from trading with an aggressor nation. Mr. Coolidge has found it necessary to warn the public that a treaty to out-

war is an impossibility under the constitutional system of the United States as no treaty can bind the hands of Congress, and Congress has the sole power to declare war, treaty or no treaty.

It has been learned on good authority that Mr. T. Y. Soong, former Minister of Finance who is a brother of Mrs. Sun Yat-sen and of Chiang Kai-shek will be restored to his former position, shortly and that Mr. Sun Fo, present Finance Minister in Nanking, will be appointed Mayor of Greater Shanghai.

—CNCDN—



Mayor Thompson, of Chicago (right), leaving the White House after showing President Coolidge a scrap book containing clippings relative to the flood conditions in the United States. Mayor Thompson, known as the "stormy petrel of Chicago," headed a huge party of 2,000 persons to Washington in the interest of flood control legislation.

by furnishing the Allies with munitions and foodstuffs, but it was the American grievance that they could not also sell to the Central Powers. They objected to having their ships laden with contraband "interfered" with.

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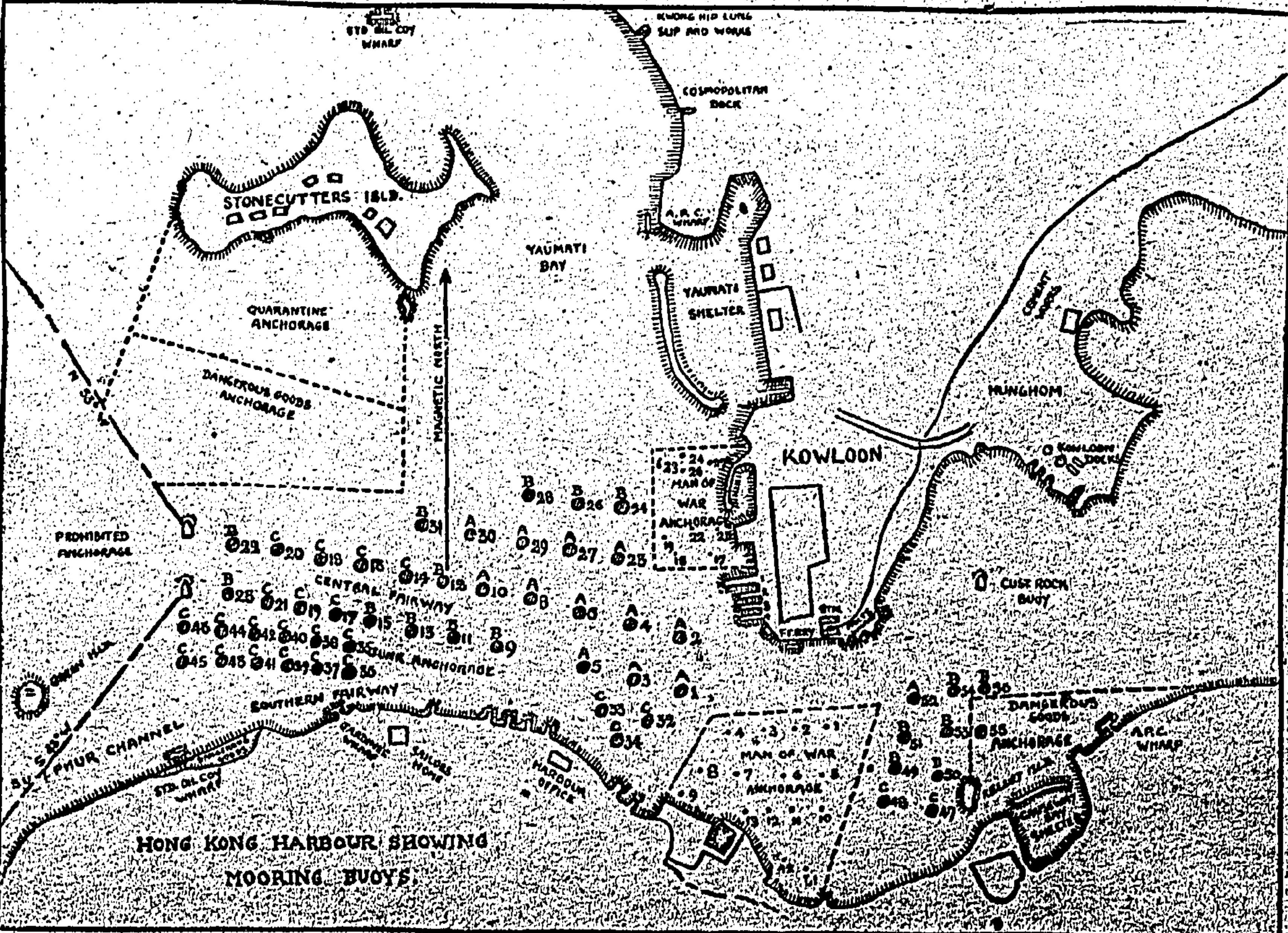
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On that Mr. Sun to, present Kin-
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appointed Mayor of Greater Shang-
hai. — "N.C.D.N."

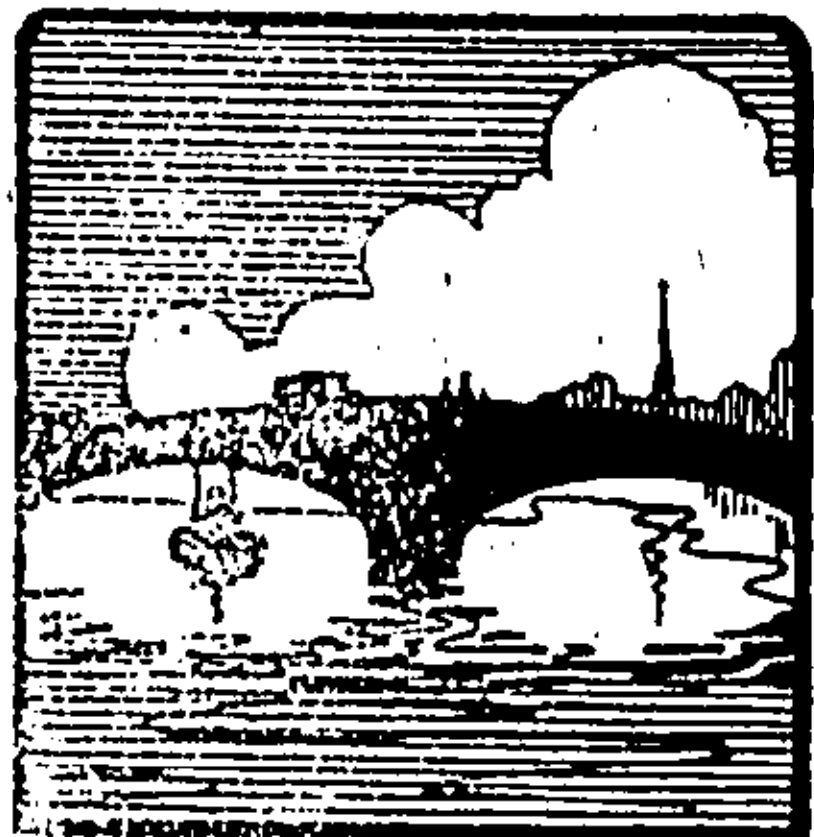
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2nd floor.

WORLD'S STORY.

FROM CHAOS TO
CONTINENTS.

AFTER LAST FIRST.

Professor J. Arthur Thomson,
writes in "John O' London's
Weekly":—

An old naturalist once showed us
an island in a noble river and told
us that he had seen its whole his-
tory. It began from a couple of
big trees that had been under-
mined and swept down by a flood.
They stranded in a shallow and
formed the beginning of a barrier
that grew and gathered soil. After
long years the outcome was a sub-
stantial island with trees and
shrubs, besides birds and beasts, of
its own.

The Changing Face.

This is but an instance of what
is always going on, for the face
of the earth is continually chang-
ing. Great changes follow the
widespread cutting down of timber
in times of war; the bed of a river
sinks from side to side; the coast-
line, unless a rocky one, is always
altering; villages that were once
on the shore may now be miles
inland, and, on the other hand,
farms where the cattle grazed are
now good fishing-grounds. We
have to think also of gales, sand-
storms, forest-fires, land-slips,
floods, and many other violent in-
fluences that have changed the face
of a country-side. Much more im-
portant, however, are the imper-
ceptible slow changes of climate,
such as those that brought about
the Ice Ages, and the big changes
of level, such as those that lifted
up the Himalayas or made an
island of Australia.

How well Tennyson put it:—
There rolls the deep where grew
the tree.

O earth, what changes hast thou
seen!

There, where the long street
roars, hath been

The stillness of the central sea.

The hills are shadows, and they
flow

From form to form, and nothing
stands;

They melt like mist, the solid
lands;

Like clouds they shape themselves
and go.

It is very plain that the earth
has not always been as it is, and
what stories the geologists tell us
of weathering and sculpturing, of
washing away and depositing
again, of breaking down and build-
ing up! The outer crust of the
earth has been unmade and re-
made, over and over again.

After Chaos—Man.

But where the geologists leave
off, the cosmogonists take up the
tale, and take our thoughts back
to the young earth—to a rotating
gaseous mass at a high tempera-
ture, somehow heaved off from
the sun.

There can be no doubt that our
earth arose from the sun, and a
good case can be made for the
theory that it arose as one of the
knots on the arms of a huge twist-
ed nebula. The other knots be-
came the other planets, and per-
haps the earth knot was a double
one, including the moon from the
first. It is possible that the
nebulous arms were drawn out
from the gaseous sun by the tidal
attraction of a passing star; so
that in a fanciful way we may
think of the earth and the planets
having a bi-parental origin, the
one parent being the sun, the
other a great unknown.

On the arms of the out-drawn
gaseous masses there arose at in-
tervals the condensations or knots
that we have spoken of, and
further in-gathering of these knots
formed the liquid or solid cores of
the future planets. As the con-
densations continued, each core
gathered in by gravity what was
left of the huge arms, including
immense quantities of fine dust-
like contributions which have re-
ceived the long name "planet-
esimals." In some such way arose
the separate planets, including our
earth.

There are many uncertainties
and difficulties, but there is gen-
eral agreement among astronomers
that our solar system arose from
a vast nebulous mass, whose centre
formed our present sun, while out-
lying secondary nebulae, somehow
drawn out, somehow condensed
into planets.

How the Stars Are Born.

We trace the earth back to its
parent sun, or more accurately,
to the nebula whose condensed
centre formed the sun we know.
But this inevitably raises the ques-
tion: Where did the solar nebula
come from? The usual answer is
to point to some of the spiral
nebulae observable in the heavens
to-day. Each is an enormous
whirling mass of gas, with a
central nucleus and with spirally
twisted ejected arms emerging
symmetrically from opposite ends.
Condensations in the arms of
these whirling nebulae are stars
being born. If these condensations
should begin to move as detached
bodies, clusters of stars may arise.
Thus the astronomer traces back a
great system of stars, like the Milky
Way, to a gigantic rotating nebula.
In the spiral nebula," Dr. Jeans
writes, "we are watching, not the
birth of planets, but the birth of
the stars themselves." The gen-
eral conclusion is that our particu-
lar solar system had a genesis from
a nebula which formed many other
stars besides.

Of such a nebula and of such a
mode of origin there are apparent-
ly many parallels in the universe
to-day. The question now rises:
Can we in our speculative world-
making get any farther back?

PANEL INADEQUATE.

HONG KONG NOT ONLY
COLONY IGNORED.

A PROUD RECORD.

The "Straits Times" of
December 14 states:—

"What did you do in the Great
War?" will perhaps be asked of
British Malaya by some of the
lesser Colonies in those future
years when achievements are
only to be traced by their em-
blazonment upon official records.
There now stands in the Imperial
War Museum at South Kensington
a panel, giving the total num-
ber of men who were with His
Majesty's Forces during the
Great War and the various coun-
tries and Colonies whence they
came. Upon the scroll of honour
there is no mention of the Straits
Settlements, of the F.M.S., of the
Unfederated States, nor of Cey-
lon, Hong Kong or Fiji. "And
what did you do in the Great
War?" A little! From this coun-
try every available man joined up
and of the casualties in killed,
died or missing the Colony con-
tributed 117, the Malay States
198 and the F.M.S. Government
service 38. The private sub-
scriptions for war purpose raised
in the country, including Brunei,
amounted to \$6,374,312, the
Malayan Air Squadron Funds for
36 Warplanes alone totalled
\$599,137, and H.M.S. "Malaya,"
which was presented to the Im-
perial Government by the F.M.S.,
did four glorious years of service.
Surely, our little bit is worth a
line on the panel at the Imperial
War Museum. It is somewhat
galling to feel that after all this
country did and is doing—not
forgetting last year's world Poppy
Day record—those at Home are
left in such dark ignorance of a
record in which we feel a proper
pride.



Mrs. Edward Franklin White,
Vice-President of the General Fed-
eration of Women's Clubs, and can-
didate for presidency of the organ-
ization. Mrs. White, now in Los
Angeles, is making efforts for a
uniform marriage and divorce law
for the United States, and has al-
ready drawn up a bill which is in
the hands of Senator Capper, of
Kansas, for introduction in Con-
gress.

ly many parallels in the universe
to-day. The question now rises:
Can we in our speculative world-
making get any farther back?

After the Last—the First.

No doubt our sun was once vast-
ly larger, before it became parent
of its brood of planets; no doubt
the moon was once born of the
earth, or arose, as some maintain,
along with it, as a dwarfish twin
sister; perhaps a star passes
through a history from brilliant
giant to dark dwarf, and perhaps
the numerous double stars may
once have been single; but the
point is that the speculative
cosmogonists seem very unwilling
to lead us back to any beginning
of things. They only lead us back
to a universe not very different
from that which at present exists
—an eternal now.

Every avenue back into the past
shows a universe sensibly identi-
cal with the universe of to-day.
There is no record of a different
world.

If the cosmogonist is pressed
hard, however, he will go a little
farther back to a time when the
quicker of the universe was evenly
distributed throughout, something
like what is discernible to-day in
the "cosmic cloud" of atoms in
inter-stellar space. The original
state may have been a universe of
highly dissociated atoms which
slowly gathered into nebulae. If
this "beginning" contained in it
the promise and potency of all
that has come out of it, and if we
hold to the Aristotelian idea that
there is nothing in the end which
was not also present in kind in the
beginning, then must not our mind
say, as of old, in the beginning
was Mind; all things were made by
it; in it was life, and the life was
the light of men.

AFGHAN KING.

EFFECT OF TOUR IN
INDIA.

HOME COMMENT.

London, Dec. 20.

King Amanullah's tour pro-
vides the text for an editorial in
the "Manchester Guardian."

"The opening up and modern-
isation of Afghanistan must react
powerfully on the Indian situa-
tion," says the paper, "and a thor-
ough knowledge of the conditions
prevailing in the Indian States
will save the elder Hindu politi-
cians from an excess of en-
thusiasm for the new model.

"The younger men may begin
to think of Indian Mussolinis and
Kemals."

"Indeed the thought of
Afghanistan may suffice to upset
the calculations which led the
Indian Office to exclude Indians
from the Statutory Commission."

The "Manchester Guardian"
says that the Simon Commission
had better show that it is not un-
aware of what is happening in
other countries in Asia, so they
can sympathise with minds stirred
by the example of liberty across
the frontier.

AGA KHAN'S GIFT.

STATUE OF PRINCE OF
WALES UNVEILED.

A LOYAL RECORD.

Bombay, Dec. 20.

The Governor of Bombay un-
veiled this evening a statue of the
Prince of Wales, which is a gift
to the city by the Aga Khan.

The Governor, in unveiling the
statue, gave an account of the Aga
Khan's great services to the coun-
try during the War, and said that
by his unaffected friendliness to
all promoting feelings of goodwill
and brotherhood between the
varied races and creeds, His
Highness had justly earned the
name of "Ambassador of the
Empire."

Sir Leslie Wilson referred to
the Aga Khan's record of loyal,
an personal friendship with the
Royal House, and the great in-
fluence he exercised in promoting
the peace of the world and the
welfare of India.

The statue, which was the
work of a talented artist, would
stand as a reminder for all time
of the essential unity of the
Empire, bound together by ties of
personal devotion to the Royal
House.

The statue depicts the Prince
of Wales in military uniform.

It is the work of the well-
known sculptor, Mr. Leonard
Jennings, O.B.E.

WATER SUPPLY.

Level and Storage of water in
Reservoir on December 1, 1927—
CITY AND HILL DISTRICT WATER
WORKS LEVEL.

	1926	1927
Tytam	8' 0" B	9' 4" B
Tytam Byewash	21' 0" B	19' 10" B
Tytam Intermediate	Level	Level
Tytam Tuk	4' 0" B	11' 0" B
Wong Nei Chung	12' 1" B	12' 1" B
Pokfulum	13' 11" B	17' 1" B

[Note: B. denotes "Below Overflow".
A. denotes "Above Overflow".]

Storage in millions and decimals
of gallons.

Tytam	315.98	309.86
Tytam Byewash	2.23	2.78
Tytam Tuk	1,801.76	1,140.25
Wong Nei Chung	16.52	16.52
Pokfulum	36.17	29.94

Total

Consumption of water in the City
and Hill District in millions and
decimals of gallons during the month
of November.

Consumption	1926	1927
Estimated population	406,760	417,080
Consumption per head per day	20.1	22.7

Full Supply in all Rider Main Dis-
tricts during November, 1927 and 1927
with the exception of the districts West
of Eastern Street where an Intermit-
tent Supply was given from 18th to
30th November, 1927.

KOWLOON WATER WORKS LEVEL.

Kowloon Reservoir .. 1' 4" B 8' 7" B
Shek Lai Pul Reser-
voir .. Level 0' 6" B
Reception Reservoir .. 0' 7" B

Storage in millions and decimals
of gallons.

Kowloon Reservoir ..	1926	1927
Shek Lai Pul Reser- voir	338.70	200.00
Reception Reservoir ..	100.80	90.10

Total

Consumption of water in Kowloon
in millions and decimals of gallons dur-
ing the month of November.

Consumption	1926	1927
Estimated population	78,52	93.41
Consumption per head per day	15.5	19.1

Full Supply in all districts during
November, 1926 and 1927.
The Government Analyst's reports
show that the quality of the water is
satisfactory.
Total rainfall to November 30, 1926,
100.33; November 30, 1927, 100.40.

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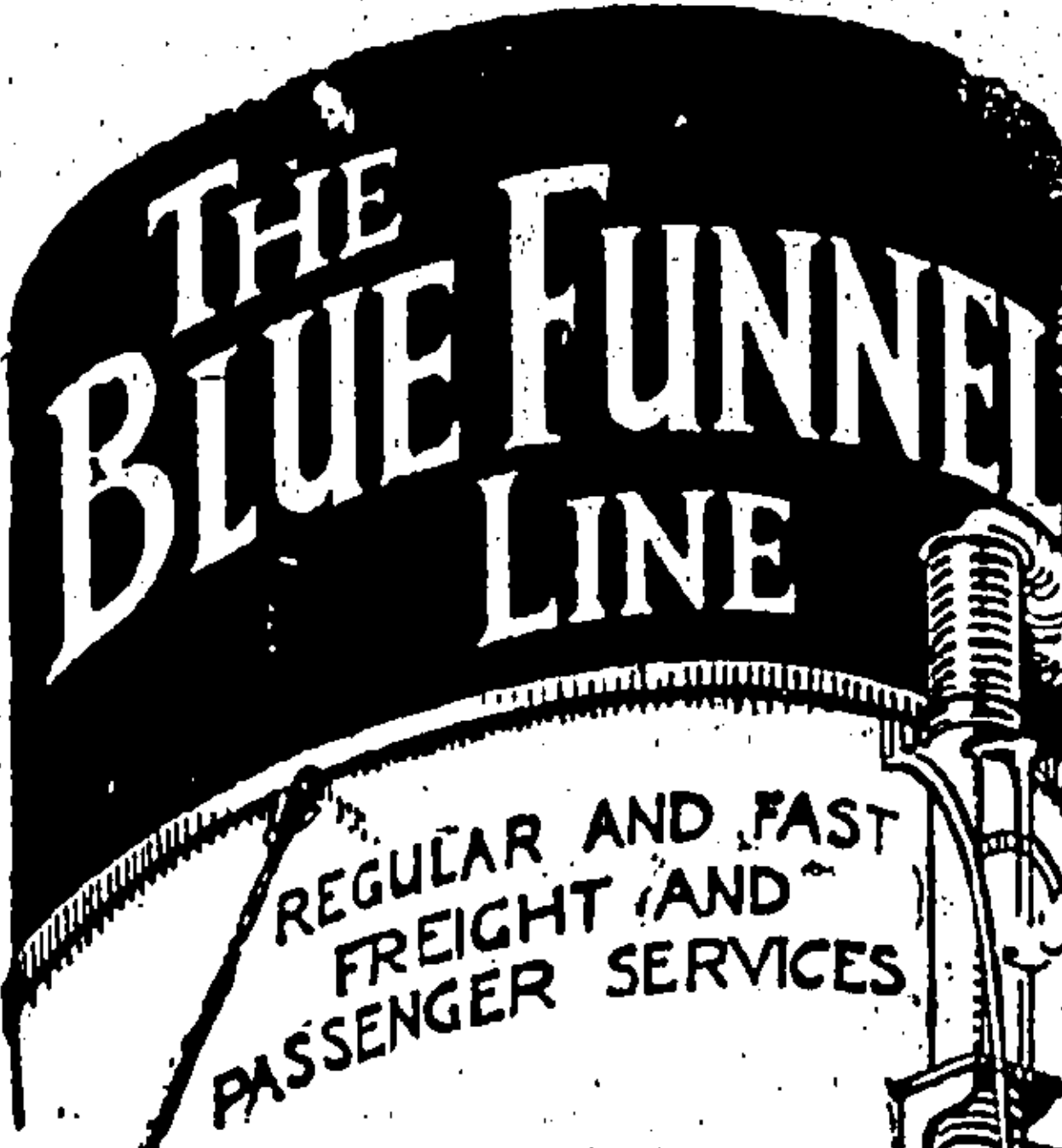
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"ANTENOR" 20th Jan. Marseilles, London, Rotterdam & Glasgow
"PERSEUS" 30th Jan. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 10th Feb. Marseilles, London, Rotterdam & Glasgow
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"CYCLOPS" 20th Jan. Genoa, Havre, Liverpool & Glasgow
"ACHILLES" 30th Jan. Genoa, Havre, Liverpool & Glasgow
"POLYPHEMUS" 10th Apr. Genoa, Havre, Liverpool & Glasgow

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"PROTEUS" 20th Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LYON" 10th Mar. New York, Boston & Baltimore
"RHESUS" 20th Apr. New York, Boston & Baltimore

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"ANTENOR" 25th Jan. Singapore, Marseilles & London
"HECTOR" 30th Jan. Singapore, Marseilles & London
"ACHILLES" 10th Mar. Singapore, Marseilles & London
"SARPEDON" 15th Apr. Singapore, Marseilles & London
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Shanghai		Sunning.
MONDAY, JANUARY		
Manila		Pres. Jefferson.
Straits		Katori Maru.
FRIDAY, JANUARY		
Japan & Shanghai		Kitano Maru.
TUESDAY, JANUARY		
Japan & Shanghai		Chenonceaux.
Japan		Aki Maru.
THURSDAY, JANUARY		
Australia & Manila		Mishima Maru.
Canada, U.S.A., Japan & Shanghai		Emp. of Canada.
MONDAY, JANUARY		
Straits		Atsuta Maru.
FRIDAY, JANUARY		
U.S.A., Honolulu, Japan & Shanghai		Tenyo Maru.
Japan & Shanghai		Haruna Maru.

OUTWARD MAILS.

For	SATURDAY, JANUARY	Per
Haiphong	7	Tonkin
Manila & parcels only for Germany via Hamburg		Ermland
Amoy		Antung
Fort Bayard, Hoihow & Haiphong		Song Bo
Pakhoi		Limchow
SUNDAY, JANUARY		
Bangkok via Swatow		Kwangchow
Hoihow, Pakhoi & Haiphong		Linan
Swatow, Amoy & Formosa		Kajio Maru
MONDAY, JANUARY		
Shanghai & Europe via Siberia		Szechuen
Swatow		Hydrangea
Amoy		Namsang
TUESDAY, JANUARY		
Shanghai, Japan, Honolulu & San Francisco—due San Francisco, 3rd Feb. Registration 9.45 a.m.		
Letters 10.30 a.m.		Taiyo Maru.
Swatow, Amoy & Fochow via Marseilles—due Marseilles, 9th Feb. K.P.O.—Registration 1 p.m.		Haining
Letters 1 p.m. G.P.O.—Registration 1.45 p.m. Letters 2.30 p.m.		
Shanghai, Japan, Canada, U.S.A., C. & S. America & Europe via Victoria, B.C.—due Victoria, B.C., 30th Jan. & Europe via Siberia. Parcels 3 p.m. Registration 4.15 p.m. Letters 5 p.m.		Pres. Jefferson.
Amoy		Sunning
Swatow		Kwai Sang
WEDNESDAY, JANUARY		
Straits & Calcutta. Parcels Noon. Letters 1 p.m.		Hosang.
FRIDAY, JANUARY		
Shanghai		Rochow

*Correspondence bearing vessel's name only.

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ANOTHER DE WET.

Sandino To Fight To The Last.

REMARKABLE LETTER.

Ready To Explode Five Tons Of Dynamite.

New York, Yesterday.
"I have five tons of dynamite in my arsenal which will be exploded by my own hands if I lose the fight. Then all will know that Sandino is dead."

This is an extract from a letter to a friend written by the insurgent, General Sandino, which is taken to indicate that he will fight to the last.

The newspapers describe him as the "Nicaraguan De Wet."—Reuter's American Service.

Home Made Bombs.

Washington, Yesterday.
Sandino's forces are using home-made bombs filled with broken glass and nails with deadly effect. Occasionally a rebel trumpeter approaches the American lines in the darkness and blows the Marine call to arms, causing the Americans to

AMERICA'S GIANT.

Maiden Voyage of "Saratoga."

HUGE AIRCRAFT CARRIER.

Pulled By Seven Tugs From Navy Yard.

Philadelphia, Yesterday.
The giant aircraft carrier "Saratoga," which cost over forty million dollars, began her maiden voyage to the West Coast to join the Pacific Fleet.

It required seven tugs to pull the "Saratoga," which is 888 feet long, into the Delaware Channel from Navy Yard. This demanded a display of expert navigation.

Including the airmen the officers and crew exceed two thousand. Her captain is one of the few senior officers in the United States Navy entitled to wear pilot's wings.

Although there is no official indication some of the officers are wondering whether the "Saratoga" might stop off Nicaragua in the event of a serious situation developing.—Reuter's American Service.

WAR OUTLAWED.

Comment on American Notes.

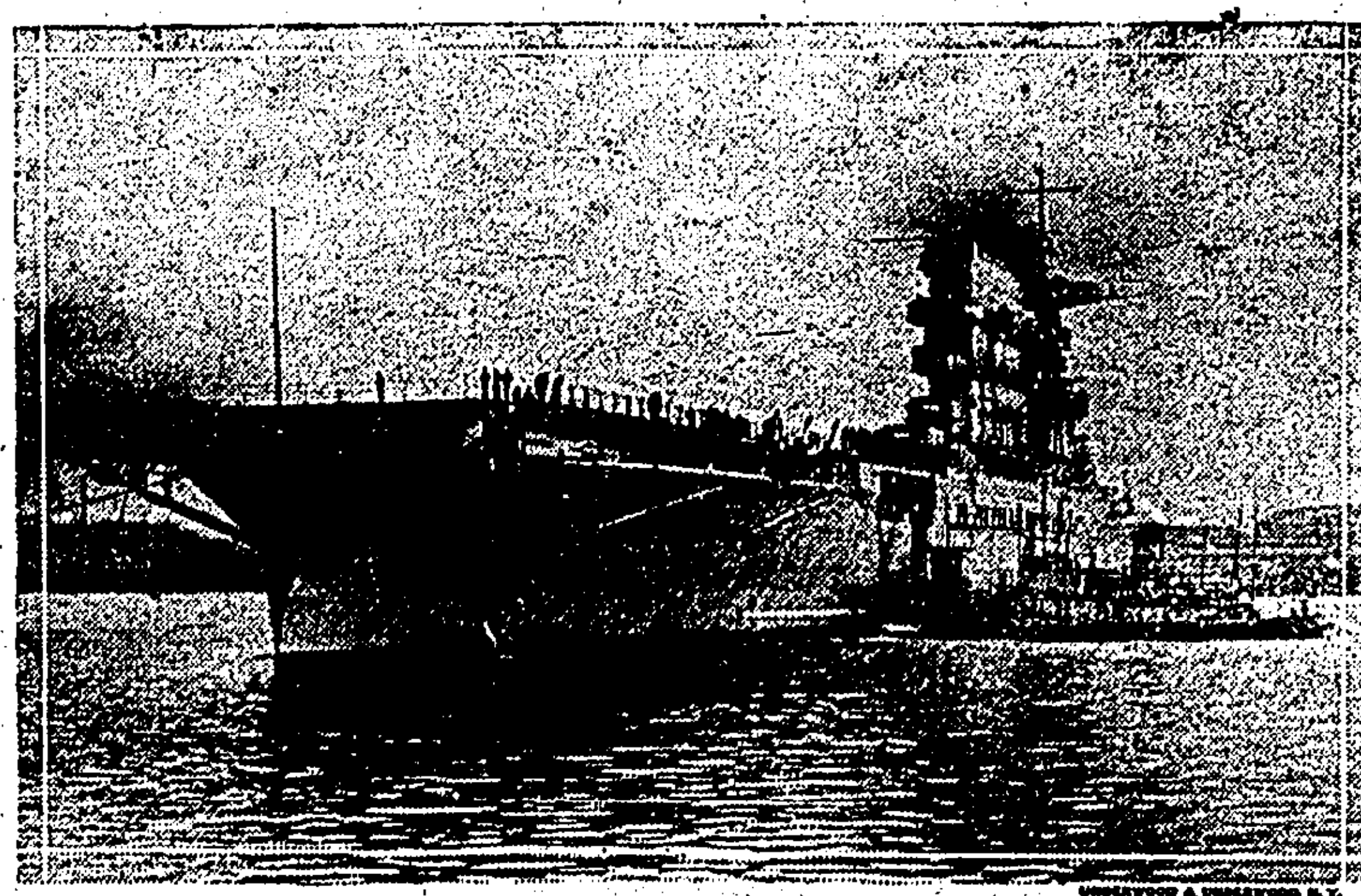
BRITAIN'S INTEREST.

U.S. Policy Adapted To European Situation.

Rugby, Yesterday.
Commenting on Mr. F. B. Kellogg's Note the "Times" emphasises that whilst Britain is for the present merely a sympathetic and keenly interested outsider, the attitude of France must have particular significance for Britain in view of the Franco-British co-operation in the efforts for promoting European peace.

One result of these efforts has been that Germany and other formerly hostile nations have been gradually brought into the practical movement for the consolidation of peace.

Another result has been the growing confidence in real achievement coupled with reluctance to pin faith to too general formulas that precipitately declare a speedy end of war. America has missed this ex-



Philadelphia Navy Yard, Pa.—The U. S. S. Saratoga, the world's largest and fastest airplane carrier. The ship was built at the cost of \$35,000,000, is 888 feet long, has a displacement of 33,000 tons, will have a crew of 2,000 officers and men, and can travel at the rate of 40 miles an hour.

rush out and assemble ready for a surprise attack which does not materialise.

It is estimated that Sandino has 1,000 rifles, plenty of ammunition, and a few small guns. The size of his forces is undefined, estimates ranging from a few hundreds to over a thousand.—Reuter's American Service.

U.S. Deserters Captured.

Washington, Yesterday.
The good discipline and efficiency of the Nicaraguan rebel troops are attributed to the fact that two deserters from the United States Marines were captured and forced, under threat of death, to give the rebels rifle drill and familiarise them with Marine Corps methods, which has resulted in mounting the list of American casualties.—Reuter's American Service.

COTTON INDUSTRY.

LESS WAGES AND LONGER HOURS.

RESISTED BY EMPLOYEES.

Manchester, Yesterday.
At a joint meeting of the Federation of Master Cotton Spinners' Associations and the Cotton Spinners' and Manufacturers' Association to consider the employers' suggested reduction of wages by 12½ per cent. and an extension of hours to 62 weekly, it was decided to request the operatives to confer with the employers as soon as possible. The unions intend to resist both suggestions. The question of hours is likely to become the major issue as the workers have long demanded a legalised 48-hours week.—Reuter.

LLOYD GEORGE.

ARRIVAL AT RIO DE JANEIRO.

Rugby, Yesterday.
Mr. D. Lloyd George, the Liberal leader, accompanied by Dame Margaret Lloyd George and other members of his family, has arrived at Rio de Janeiro.—British Wireless Service.

TRADE PEACE.

COURAGEOUS STEP BY EMPLOYERS.

PRAISE FROM UNIONIST.

Rugby, Yesterday.

Mr. Citrine, Secretary of the Trades Union Congress, referred yesterday to the coming national conference between employers and employees. He said the group of employers who had called the conference had taken a courageous step.

At the conference they would consider various facts in relation to the position of British industry. He conceived it probable that in endeavouring to adjust relations between employers and workers the co-operation would be subjected to very careful study.—British Wireless Service.

GIFT TO HOLLAND.

ETCHINGS FROM MR FRANK BRANGWYN.

"MODEST TRIBUTE"

Amsterdam, Yesterday.
The government has gratefully accepted the offer of the Royal Academician, Mr. Frank Brangwyn, to present to the nation practically all his etchings and lithographs as "a modest tribute of his love and admiration for the country which has produced the greatest of all etchers."—Reuter.

OIL FOR SPAIN.

BIG CONTRACT FOR U.S. COMPANY.

FIVE YEARS' SUPPLIES.

New York, Yesterday.
The Petroleum Export Association has contracted for five years to furnish the whole of Spain's requirements of crude oil and at least 25 per cent. of refined products.—Reuter's American Service.

perience and has taken her own separate way of settling with Europe matters connected with participation in a world war.

At the same time it cannot be forgotten that she has from time to time most usefully adapted her policy to the facts of the European situation. Her co-operation, preparation and execution of the Dawes plan has been very valuable and, though not a member of the League, she has gradually become associated with some of its most numerous activities.—British Wireless Service.

Aggressive Wars.

Washington, Yesterday.
The French reply to Mr. Kellogg's Note accepts the proposal to extend the peace pact to the principal European and other nations, but suggests that the proposal should be amended in order to condemn aggressive but not defensive wars.—Reuter's American Service.

Washington, Yesterday.
Mr. Briand's Note has met with an unfavourable reception in official circles who point out that the introduction of the words "aggressive wars" open the door to endless debate in an effort to define the meaning of "aggressor."

They emphasise that Mr. Kellogg's plan embraced a proposal to declare any resort to war in the settlement of a dispute as outside national policy. The signatories to the multilateral treaty did not contemplate group action among the Powers or the creation of any machinery to maintain peace beyond that already existing in the form of arbitration and conciliation treaties.—Reuter's American Service.

BERLIN EXPLOSION.

18 BODIES RECOVERED FROM RUINS.

Berlin, Yesterday.
Eighteen bodies have been recovered up to the present from the explosion ruins, and seven persons are still missing. The disaster is the worst in Berlin for many years.—Reuter.

Girls, golf, gaiety and fast fun in the sparkling screen version of a stage play that ran for three years in New York—



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